



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JULY 21, 2022
12:00 - 1:30 PM

OTO CONFERENCE ROOM, SUITE 101
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

July 21, 2022

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices and via Zoom (details to be emailed separately).

The online public viewing of the meeting will be available on Facebook:

<https://www.facebook.com/ozarkstransportationorganization>

and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of May 19, 2022 Minutes Tab 1

(2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 8

(5 minutes/Russell)

Individuals attending the meeting in person and requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on March 16th to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. **Any public comment received since the last meeting has been included in the agenda packet under Tab 8.**

E. Executive Director's Report

(10 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update

(10 minutes/MoDOT)

A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports

(10 minutes/Russell)

Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

A. *Destination 2045* Amendment Number 2 Tab 2

(5 minutes/Longpine)

Springfield has requested an amendment to the Major Thoroughfare Plan.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE *DESTINATION 2045*
AMENDMENT NUMBER 2**

B. 2023-2027 STIP Tab 3

(5 minutes/Fields)

The 2023-2027 Statewide Transportation Improvement Program was approved by the Missouri Highway and Transportation Commission on July 6, 2022 and is included for member information.

NO ACTION REQUIRED – INFORMATIONAL ONLY

C. Draft FY 2023-2026 Transportation Improvement Program Tab 4

(15 minutes/Longpine)

The draft FY 2023-2026 Transportation Improvement Program (TIP) is available in electronic format for member review.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE DRAFT FY 2023-2026 TIP

D. 2024-2028 Draft STIP Prioritization Criteria Tab 5

(10 minutes/Fields)

The Board of Directors is asked to review the list of projects proposed for prioritization ahead of the 2024-2028 STIP project prioritization process.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. Planning Process and Financial Capacity Certifications Tab 6

(5 minutes/Fields)

MPOs must annually certify with FHWA and FTA compliance with federal, state, and civil rights regulations and that recipients of federal transit funding have the financial capacity to complete awarded projects.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PLANNING PROCESS AND
FINANCIAL CAPACITY CERTIFICATION**

F. Safe Streets and Roads for All Tab 7

(10 minutes/Longpine)

An overview of the Safe Streets and Roads for All program will be provided and members are asked to discuss how the region approaches this program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO AUTHORIZE THE OTO TO APPLY FOR A

SS4A ACTION PLAN GRANT AND CERTIFY OTO WILL PROVIDE MATCHING FUNDS

III. Other Business

A. **Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. **Transportation Issues for Board of Directors Member Review**

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

C. **Articles for Board of Directors Member Information Tab 9** (Articles attached)

IV. Adjourn meeting. A motion is requested to adjourn the meeting. Targeted for **1:30 P.M.**

The next Board of Directors regular meeting is scheduled for Thursday, September 15, 2022 at 12:00 P.M. in person.

Attachments

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services, please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

TAB 1

BOARD OF DIRECTORS AGENDA 7/21/2022; ITEM I.C.

May 19, 2022 Meeting Minutes

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors May 19, 2022 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Board of Directors May 19, 2022 meeting minutes.”

OR

“Move to approve the Board of Directors May 19, 2022 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MAY 19, 2022**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in person and using the Zoom video conferencing platform. The meeting was also livestreamed on Facebook for public participation.

The following members were present:

Mr. Steve Childers, City of Ozark (a)	Mr. Ralph Phillips, Christian County (a)
Mr. Jerry Compton, Citizen-at-Large	Ms. Stacy Reese, MoDOT (a)
Mr. Travis Cossey, City of Nixa (a)	Mr. John Russell, Greene County (Chair)
Mr. Brad Gray, City of Willard (a)	Mr. Mike Schilling, City of Springfield
Ms. Karen Haynes, City of Republic (a)	Ms. Martha Smartt, City of Strafford (a)
Mr. Skip Jansen, City Utilities Transit	Mr. Dan Smith, City of Springfield (a)
Mr. Andrew Lear, City of Springfield	Mr. Richard Walker, Springfield Citizen-at-Large
Mr. Rusty MacLachlan, Greene County	Mr. Brian Weiler, Springfield-Branson Airport (a)

(a) Denotes alternate given voting privileges as a substitute for voting member not present

The following members were not present:

Mr. Chuck Branch, Citizen-at-Large	Mr. Bradley McMahon, FHWA
Mr. Mokhtee Ahmad, FTA	Mr. James O'Neal, Citizen-at-Large
Ms. Debra Hickey, City of Battlefield	Mr. Mark Schenkelberg, FAA

Others Present: Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Jeremy Pruett, Representative Billy Long's Office; Jeff Robinson, OATS; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chairman Russell called the meeting to order at approximately 12:03 p.m.

I. Administration

A. Welcome and Roll Call

Member	Vote	Member	Vote
Mr. Chuck Branch	Absent	Mr. Rusty MacLachlan	Present
Mr. Steve Childers	Present	Mr. James O'Neal	Absent
Mr. Jerry Compton	Present	Mr. Ralph Phillips via Zoom	Present
Mr. Travis Cossey	Present	Mr. John Russell	Present
Mr. Brad Gray via Zoom	Present	Mr. Mike Schilling	Present
Ms. Karen Haynes	Present	Ms. Martha Smartt	Present
Ms. Debra Hickey	Absent	Mr. Dan Smith	Present
Mr. Skip Jansen	Present	Mr. Richard Walker	Present
Mr. Andrew Lear	Present	Mr. Brian Weiler	Present

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Compton moved to approve the May 19, 2022 agenda. Mr. MacLachlan seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	--

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

C. Public Comment Period for All Agenda Items

Chairman Russell advised there were public comments included in the packet. Ms. Fields shared a summary of the public comments. Chairman Russell asked for comments or questions.

D. Consideration of Items on the Consent Agenda

Mr. Jansen moved to approve the Consent Agenda which included:

- March 17, 2022 Minutes
- Financial Statements for 3rd Quarter 2021-2022 Budget Year
- FY 2022-2025 TIP Administrative Modification Five
- FY 2022-2025 TIP Amendment Five
- Major Thoroughfare Plan Amendment (Remove proposed collector FR 119 between FR 174/178)
- Federal Functional Classification Map Change Request (Republic St/Glenstone Ave/OR 60)

Mr. Weiler seconded the motion. Mr. Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	--

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

E. Executive Director's Report

Ms. Fields reported that the North 13 Study is still in the final draft stage. The Chadwick Flyer Overpass Study was included in the agenda and is completed. The FF Corridor Study has started with completion targeted for fall. The OTO fiscal year starts on July 1 and staff are looking for more study opportunities for the new fiscal year.

OTO staff met with all 9 of the OTO member jurisdictions to get an understanding of local priorities, study opportunities, and grant opportunities.

The I-44 INFRA Grant is due Monday, May 23, 2022. MoDOT will be submitting the application. OTO staff worked closely with the consultants contracted to write the grant. The grant is for a \$109

million project with \$66 million in new federal funds. The focus is on freight movement, addition of enhanced pedestrian connectivity, adding a sixth lane on I-44, and funding all phases of the I-44/Highway 13 interchange.

A RAISE Grant was submitted on behalf of the City of Republic for an MM expansion. The grant includes five lanes from I-44 to US 60 and asks for \$25 million in funds.

Staff are monitoring the notices of funding that are sent out by Federal Highway. They sent out a safety notice and will be sending a Connecting Communities notice. Staff are waiting for details on bridge funding and railroad funding.

The Chadwick Flyer Phase III is on City Utilities property. A consultant has been hired to do the design work. Construction is expected to begin in 2023.

MoDOT has agreed to work the Wilson's Creek Trail along ZZ into the roundabout project at the entrance to the Battlefield. This is scheduled for 2023. This trail will connect the Battlefield to Republic High School. OTO is working with the City of Ozark to manage another phase of the Chadwick Flyer Trail at the Tracker Marine property.

MoDOT just released the draft STIP. It appears all the projects OTO recommended are funded. It was an approximate \$108 million in funding.

F. MoDOT Update

Ms. Reese shared that the draft STIP was released yesterday and is out for a 30-day public comment period with June 17th being the last day for comments. It will go back to the Commission in July for final approval. It is an average of about \$1.5 billion a year which means MoDOT staff are handling approximately \$125 million each month in project support or letting.

MoDOT is planning to submit the INFRA Grant, Friday, May 20th.

MoDOT received \$100 million statewide for low volume routes. The SW District received \$5 million of this funding but not for the OTO area. There will be an additional \$75 million in Governor's Cost Share funding but no details yet. There is a call for TAP projects on the rural side. MoDOT is working on the BRO funding and logistics with some possible changes to the program to come. MoDOT has started updating their Asset Management Plan.

MoDOT will be meeting with the City of Ozark for the Route CC Cost Share. The bids open May 20th for the next two sections of James River Freeway from National to Kansas. With construction hoping to start late summer or fall.

G. Legislative Reports

Mr. Wadlington with Senator Blunt's Office stated federal funds are the backbone to the solutions to six-laning I-44 and the Highway 13 interchange. Congress is currently talking about foreign affairs.

Mr. Pruett with US Representative Long's Office reported it was pretty quiet on the House side. Appropriations were submitted earlier this month and it will probably be late summer before the result is known if they were awarded.

III. New Business

A. **FY 2023 Unified Planning Work Program and Budget**

Ms. Parks reported that OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into tasks. Ms. Parks reviewed the tasks for the Board. The UPWP contains the proposed budget for FY 2023 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. Ms. Parks highlighted the OTO portion of the UPWP budget for FY 2023.

Mr. Cossey made a motion to approve the FY 2023 Unified Planning Work Program. Mr. Childers seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	--

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

B. **FY 2023 Operational Budget**

Ms. Parks stated the OTO maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. The UPWP Appendix A Budget is required to show all planning activities that use federal funds. An OTO FY 2023 Operational Budget has been developed with the same OTO expenses as the UPWP Appendix A, plus some additional highlighted expenses that are not billable to the federal grant. Once approved, this will be the OTO's audited budget. Ms. Parks explained the budget's revenue and expenses.

Ms. Smartt made a motion to adopt the OTO FY 2023 Operational Budget. Mr. Jansen seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

C. **Resolution to Approve Line of Credit and New Account**

Ms. Parks shared that the OTO is taking on additional projects utilizing reimbursable federal funds. These include studies and a trail construction project. This process is new to the OTO and it is presumed that the bills will come in frequently and may be in large amounts. OTO has a cash reserve but explored options to ensure contractors receive timely payment. MoDOT approved an OTO cash management plan for federal grant awards in November 2021 that will allow the OTO to submit invoices and receive reimbursement within 15 days. Hopefully, this will prevent reduction in cash balances for a significant amount of time. As a back up plan, OTO would like to open a line of credit to ensure that in the event MoDOT does not provide timely reimbursement, the OTO is still able to

meet the financial commitments. Three quotes were solicited. Arvest Bank was selected to open the line of credit.

Mr. Childers made a motion to approve a resolution for a line of credit and open a new bank account at Arvest Bank. Ms. Smartt seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

D. OTO Growth Trends Report

Mr. Faucett reported that the Growth Trends Report is based on the most recent data and building permit information collected from area jurisdictions. The report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk, and Webster counties). Mr. Faucett shared highlights of the report.

This was informational only. No action required.

E. Public Participation Plan Annual Evaluation

Mr. Faucett shared that the effectiveness of the OTO's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2020 Public Participation Plan approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation. Mr. Faucett reviewed the report for the Board.

This was informational only. No action required.

F. Federal Funds Balance Report

Ms. Longpine stated the OTO is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2022.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the fiscal year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining. Ms. Longpine reviewed the report for the Board.

This was informational only. No action required.

G. Chadwick Flyer Crossing Study

Mr. Stevenson reported the OTO contracted with Crawford, Murphy, & Tilly (CMT) in October of 2021 to conduct a study to determine the safest and most practical location and method for the crossing of U.S. Highway 65 by the Chadwick Flyer Trail in Ozark, Missouri. In coordination with the OTO, the City of Ozark, MoDOT, and Ozark Greenways, CMT completed the study and developed a draft report of the finding that includes the identification of a preliminary preferred crossing location and method. A 15-day public review and comment period was initiated Monday, April 11 and continued until Monday, April 25.

Ms. Haynes made a motion to accept the Chadwick Flyer Crossing Study. Mr. Weiler seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

H. Transit Coordination Plan

Mr. Thomason stated the *Local Coordinating Board for Transit* (LCBT) has completed its update of the region's coordinated public transit-human services transportation plan, entitled *Transit Coordination Plan 2022* (TCP). The LCBT and OTO are responsible for administering a fair and impartial project selection process for the region's *Section 5310 Enhance Mobility for Seniors and Individuals with Disability* grant program. The TCP is required by federal law to guide the project selection process and ensure program funds are used to meet known transportation needs.

Action items included in this plan are consistent with previous plans. The focus remains on facilitating new and replacement vehicle purchases using the Section 5310 funds. There are some new actions included to identify potential sources of operational funds, support employment transportation, and begin administering Section 5310 in-house. Mr. Thomason shared an overview of the plan with the Board.

Mr. Childers made a motion to approve the adoption resolution for the *Transit Coordination Plan*. Mr. Smith seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

I. Section 5310 American Rescue Plan Funds

Mr. Thomason shared on March 11, 2021 President Biden signed the *American Rescue Plan* (ARP). The ARP appropriated \$50,792 in Section 5310 *Enhanced Mobility of Seniors and Individuals with Disabilities* funding for the OTO area. The OTO's *Local Coordinating Board for Transit* (LCBT) voted on April 11 to recommend OATS receive the entire allocation of ARP Section 5310 funding.

The LCBT's current recommendation matches its recommendation for a similar allocation of Section 5310 funds allocated to the region in the *Coronavirus Response and Relief Supplemental Appropriations Act* (CRRSAA). Both allocations were intended for operational expenses at transit agencies serving seniors and individuals with disabilities. OTO staff followed the same process to identify local agencies that have experience receiving FTA funding for transit operations for both CRRSAA and ARP Section 5310 allocations.

Both OATS and CU Transit have a long history of complying with FTA regulations for multiple grant programs. CU Transit has declined to apply for either the ARP or CRRSAA Section 5310 funding and has supported awarding the funds to OATS Transit. OATS Transit has used the CRRSAA funding to support access to vaccine clinics and to supplement transportation contracts with local agencies serving seniors and individuals with disabilities. OATS intends to continue supplementing existing service contracts with the ARP Section 5310 funding.

The ARP and CRRSAA programs include an exemption from needing to add newly funded operational projects to a region's Transportation Improvement Program (TIP). As a result, ARP funding can be awarded without a TIP amendment.

Mr. Robinson addressed public comments received by the Board regarding OATS.

Mr. Lear made a motion to award OATS Transit the entire \$50,792 of American Rescue Plan Section 5310 funding. Mr. Phillips seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

III. Other Business

A. Board of Directors Member Announcements

There were no member announcements for the Board of Directors.

B. Transportation Issues for Board of Directors Member Review

Mr. Compton requested an acronym glossary for future agendas.

C. Articles for Board of Directors Member Information

Chairman Russell noted there were articles of interest included in the packet for the members to review as time allows.

IV. Adjourn meeting

With no further business to come before the Board, Mr. Childers made a motion to adjourn the meeting. Mr. Weiler seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Brad Gray	Aye
Mr. Ralph Phillips	Aye

After calling for a vote of member in attendance and members via Zoom, the motion passed unanimously. The meeting adjourned at 1:45 p.m.

David Cameron
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 7/21/2022; ITEM II.A.

***Destination 2045* Amendment Number 2**

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Springfield has requested a change to the Major Thoroughfare Plan:

- Remove proposed collector in the 1800 block of N. West Bypass, between Eldon and West Bypass

This request has been approved by Springfield City Council at their regular meeting on May 2, 2022.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 15, 2022, the Technical Planning Committee recommended the Board of Directors approve *Destination 2045* Amendment 2.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve *Destination 2045* Amendment 2.”

OR

“Move to approve *Destination 2045* Amendment 2 with the following considerations...”

Major Thoroughfare Plan Ozarks Transportation Organization



As Approved by the OTO Board of Directors
May 19, 2022

Proposed

- Existing Roads
 - Freeway
 - Expressway
 - Primary Arterial
 - Secondary Arterial
 - Collector
 - Rural Collector
 - Boulevard
 - Local
- Proposed Roads
 - Proposed Expressway
 - Proposed Primary Arterial
 - Proposed Secondary Arterial
 - Proposed Collector
 - Proposed Local

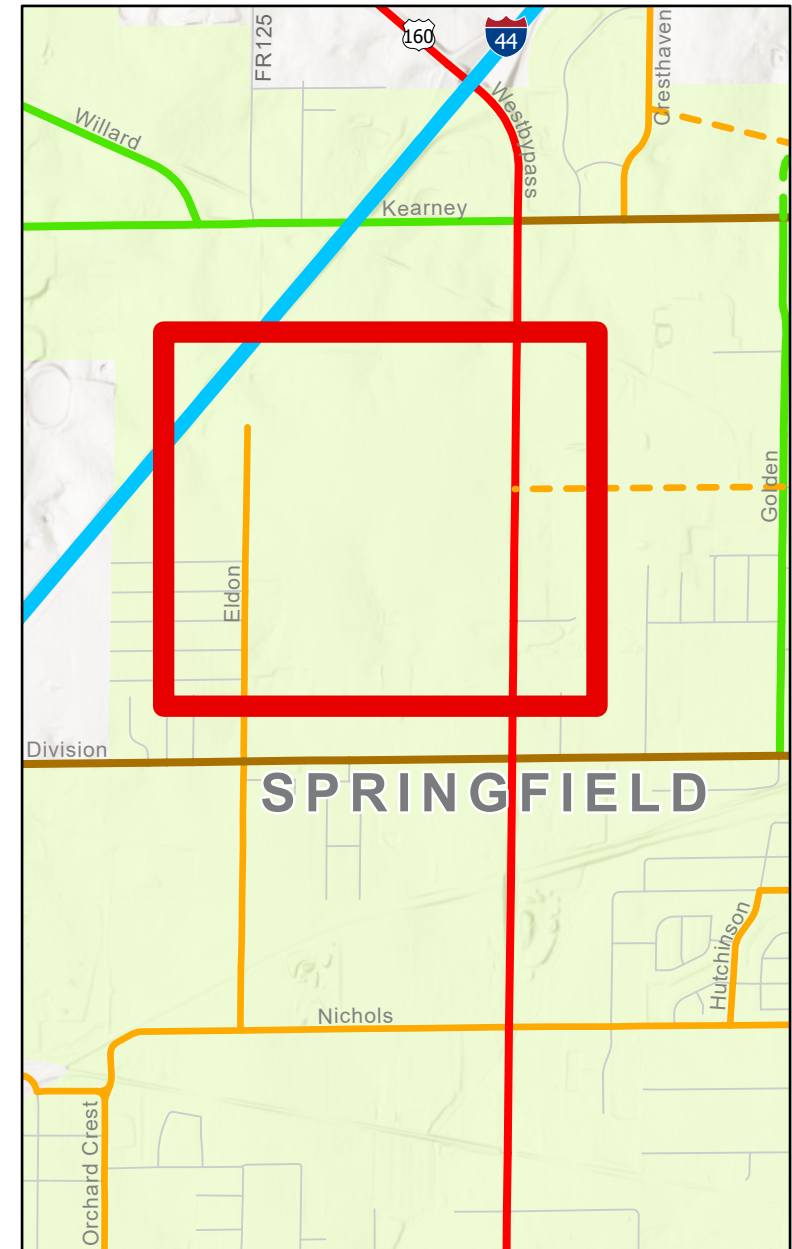
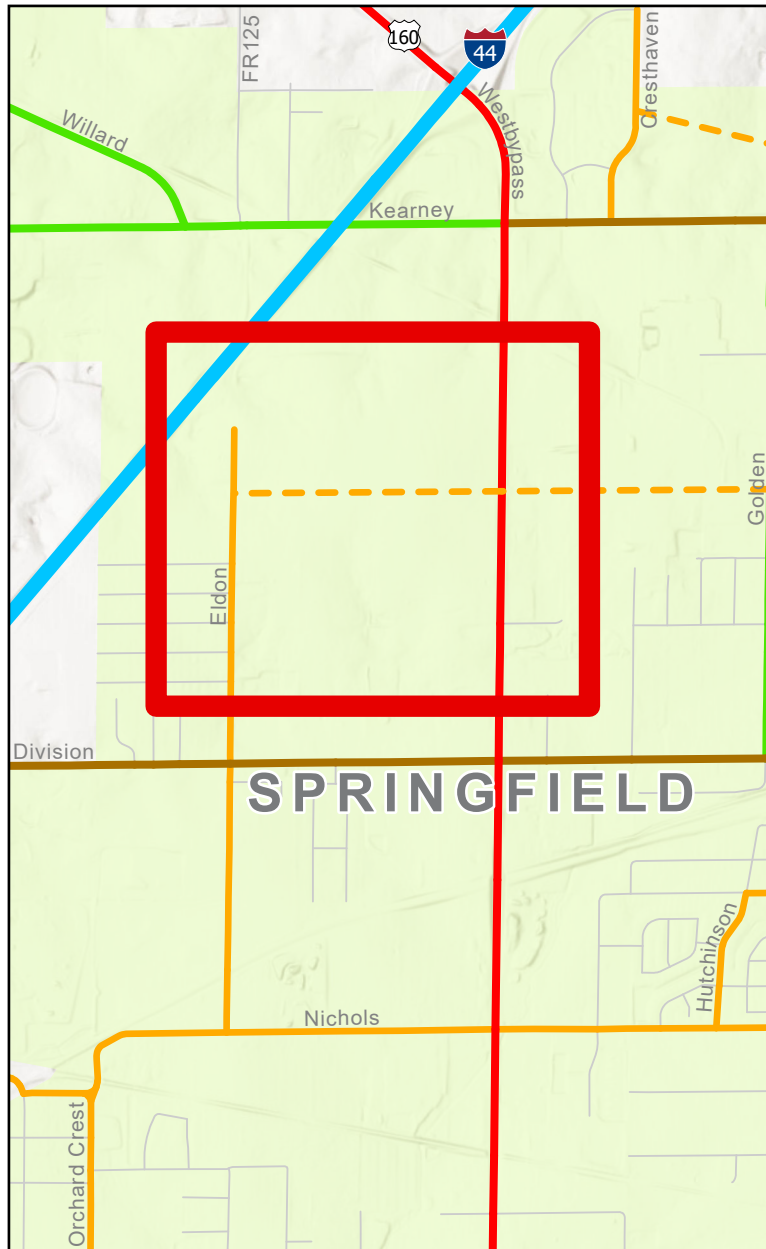
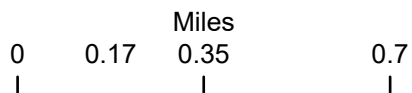
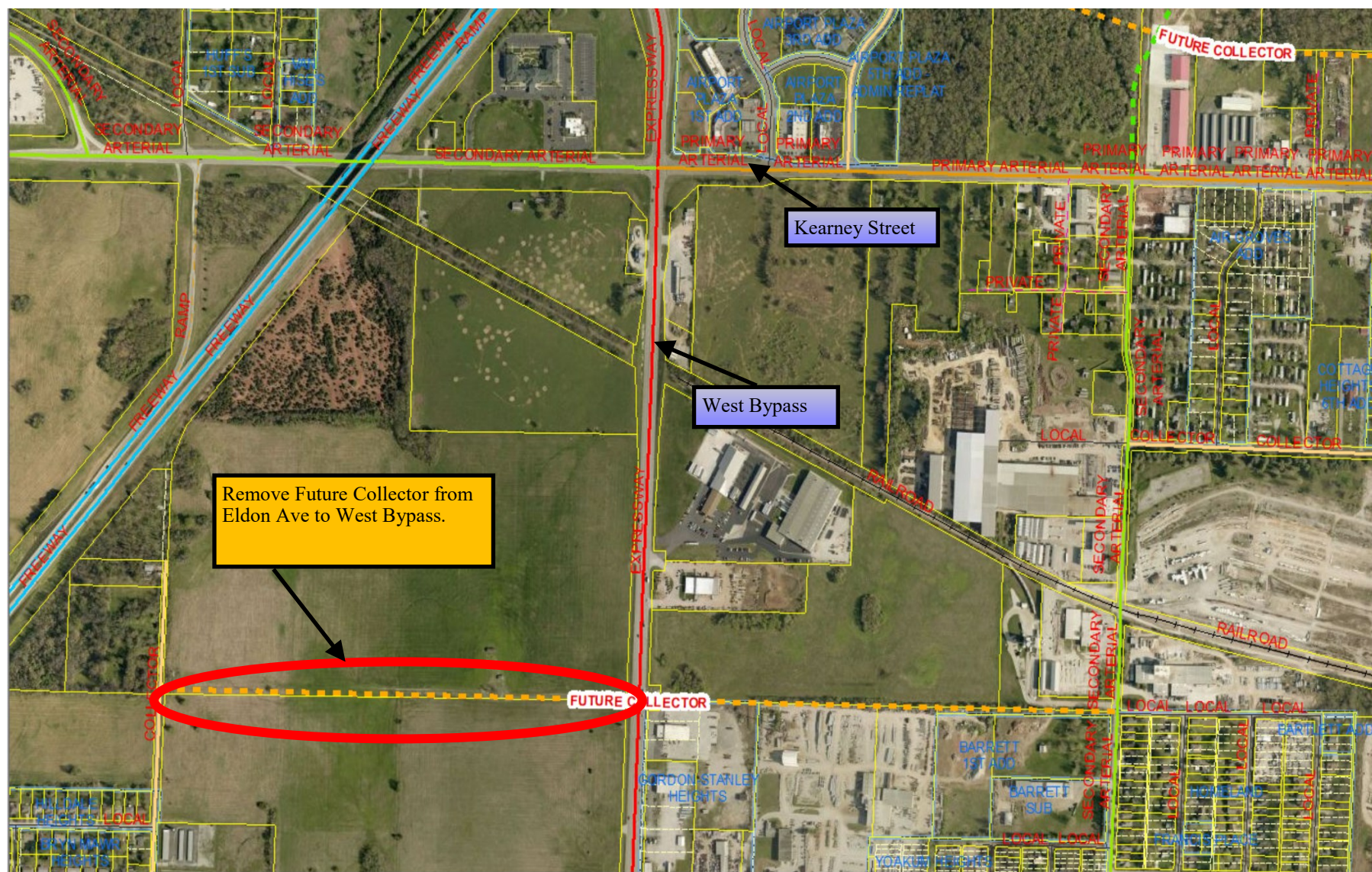


Exhibit B



City of Springfield, Missouri



DISCLAIMER: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

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Pgs. 10
Filed: 04-26-22

Sponsored by: Hardinger

COUNCIL BILL 2022-093 RESOLUTION

A RESOLUTION

1 AMENDING the Major Thoroughfare Plan, a portion of the Transportation Plan
2 element of the Springfield-Greene County Comprehensive Plan, by
3 removing a future collector from Figures 20-2 and 20-9. (Planning and
4 Zoning Commission and Staff recommends approval.)
5
6

7 WHEREAS, City Council adopted the Transportation Plan as an element of the
8 Springfield-Greene County Comprehensive Plan, the master plan for development of
9 the City, on June 11, 2001; and
10

11 WHEREAS, the Major Thoroughfare Plan, a portion of the Transportation Plan,
12 provides an overall framework for making decisions on thoroughfare improvements and
13 extensions, identifies locations of future major transportation corridors, and serves as a
14 general guide for securing street rights-of-way; and
15

16 WHEREAS, the Planning and Zoning Commission and City Council have the
17 authority to amend the Major Thoroughfare Plan per Section 11.6 in the City Charter;
18 and
19

20 WHEREAS, staff has determined that the proposed collector between North
21 Eldon Avenue and the 1800 block of North West Bypass does not provide for an
22 adequate system of thoroughfares to ensure logical development of the community,
23 safe and efficient movement of people and goods, and economical expenditure of public
24 funds, and therefore should be removed from the Major Thoroughfare Plan; and
25

26 WHEREAS, the Planning and Zoning Commission held a public hearing on April
27 7, 2022, and recommended approval of the above revision.
28

29 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
30 SPRINGFIELD, MISSOURI, as follows, that:
31

32 Section 1 – City Council hereby amends the Transportation Plan of the
33 Springfield-Greene County Comprehensive Plan by removing the proposed collector
34 between North Eldon Avenue and the 1800 block of North West Bypass, as depicted on
35 “Exhibit 1-B,” which is attached hereto and incorporated by reference, from the Major

Thoroughfare Plan, which is attached hereto and incorporated by reference as "Exhibit 1-A."

Section 2 – The Director of Planning and Development and the City Clerk are directed to maintain official copies of the Major Thoroughfare Plan in their offices.

Section 3 – This Resolution shall be in effect immediately upon adoption.


Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Resolution: _____

Approved as to form: , Assistant City Attorney

Approved for Council action: , City Manager

EXPLANATION TO COUNCIL BILL 2022-093

FILED: 04-26-22

ORIGINATING DEPARTMENTS: Public Works and Planning and Development

PURPOSE: To amend the Major Thoroughfare Plan in the City of Springfield Transportation Plan to remove a future collector ("Exhibit 1-A").

BACKGROUND INFORMATION: The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. A portion of this document identifies the major thoroughfares within the City. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions; identifies locations of future major transportation corridors and serves as a general guide for securing street rights-of-way.

The Transportation Plan states that the street classifications for the Major Thoroughfare Plan should be regularly updated by the Springfield Metropolitan Planning Organization and subsequently adopted by Springfield City Council, the Missouri Department of Transportation, and the Greene County Commission as part of their policies concerning the location and function of all major streets.

REMARKS:

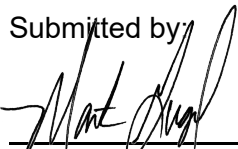
1. The Major Thoroughfare Plan represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-way. Future roads are shown in general locations, the actual location may vary.
2. The Planning and Zoning Commission and City Council have the authority to amend the Major Thoroughfare Plan per Section 11.6 of the City Charter.
3. Staff has determined that the proposed collector between North Eldon Avenue and the 1800 Block of North West Bypass does not provide for an adequate system of thoroughfares to ensure logical development of the community, safe and efficient movement of people and goods, and economical expenditure of Public Funds and therefore should be removed from the Major Thoroughfare Plan.
4. There is no financial impact to the City with the adoption of the updated plan.

Supports the following City Council Priorities:

- Economic Vitality

RECOMMENDATION: The Planning and Zoning Commission held a public hearing on April 7, 2022, and recommended approval by a vote of 8 to 0 ("Attachment 1"). The Departments of Public Works and Planning and Development recommend passage of this Resolution.

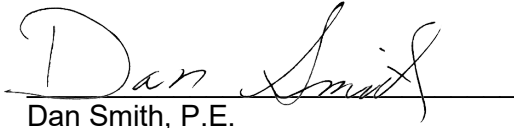
Submitted by:



Martin Gugel, P.E.


Assistant Director of Public Works

Recommended by:

A handwritten signature in cursive script, reading "Dan Smith", written over a horizontal line.

Dan Smith, P.E.
Director of Public Works

Recommended by:


Susan Istenes, AICP Director
of Planning and Development

Approved by:



Jason Gage,
City Manager

Exhibit 1



Development Review Staff Report

PLANNING AND ZONING COMMISSION PUBLIC HEARING:

APRIL 7, 2022

CITY COUNCIL PUBLIC HEARING:

May 2, 2022

CASE: Major Thoroughfare Plan Amendment

LOCATION: 1800 Block N. West Bypass

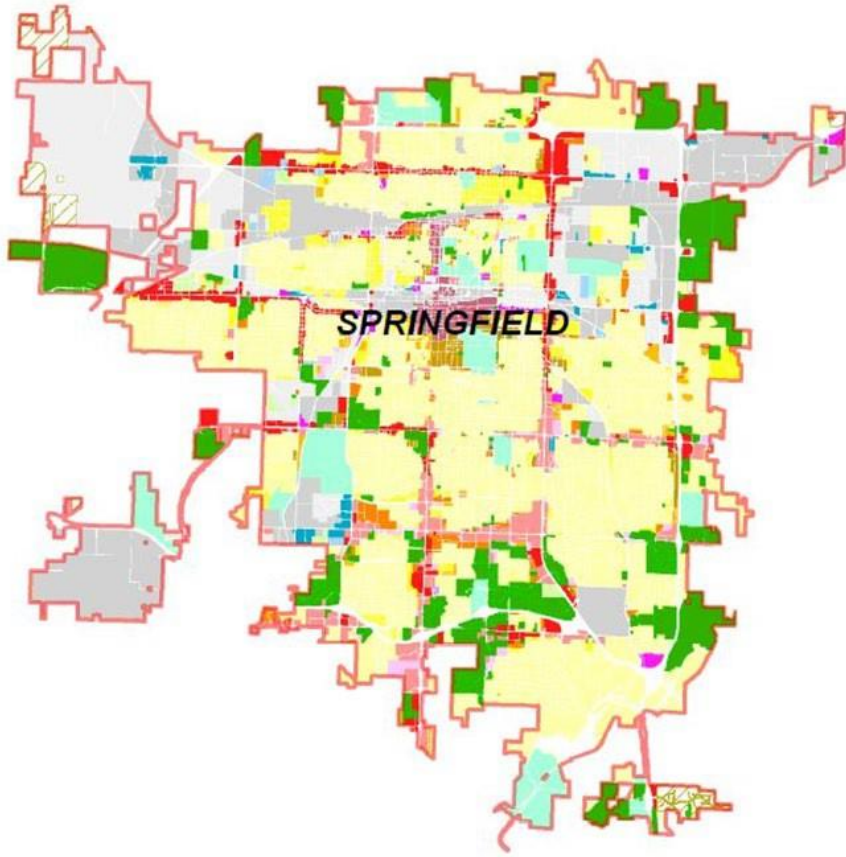
STAFF: Dawne Gardner, AICP 864-1863

[Choose an item.](#)

STAFF RECOMMENDATIONS:

Approve

PROPOSED MOTION: Move to approve as submitted in the staff report. Required vote is a majority of those present (5 members are a quorum).



SUMMARY OF REQUEST:

To amend the Major Thoroughfare Plan Figure 20-2 and 20-9 in the City of Springfield Transportation Plan to remove a future collector (extension of Atlantic Street from West Bypass to Eldon Avenue).

FINDINGS FOR STAFF RECOMMENDATIONS:

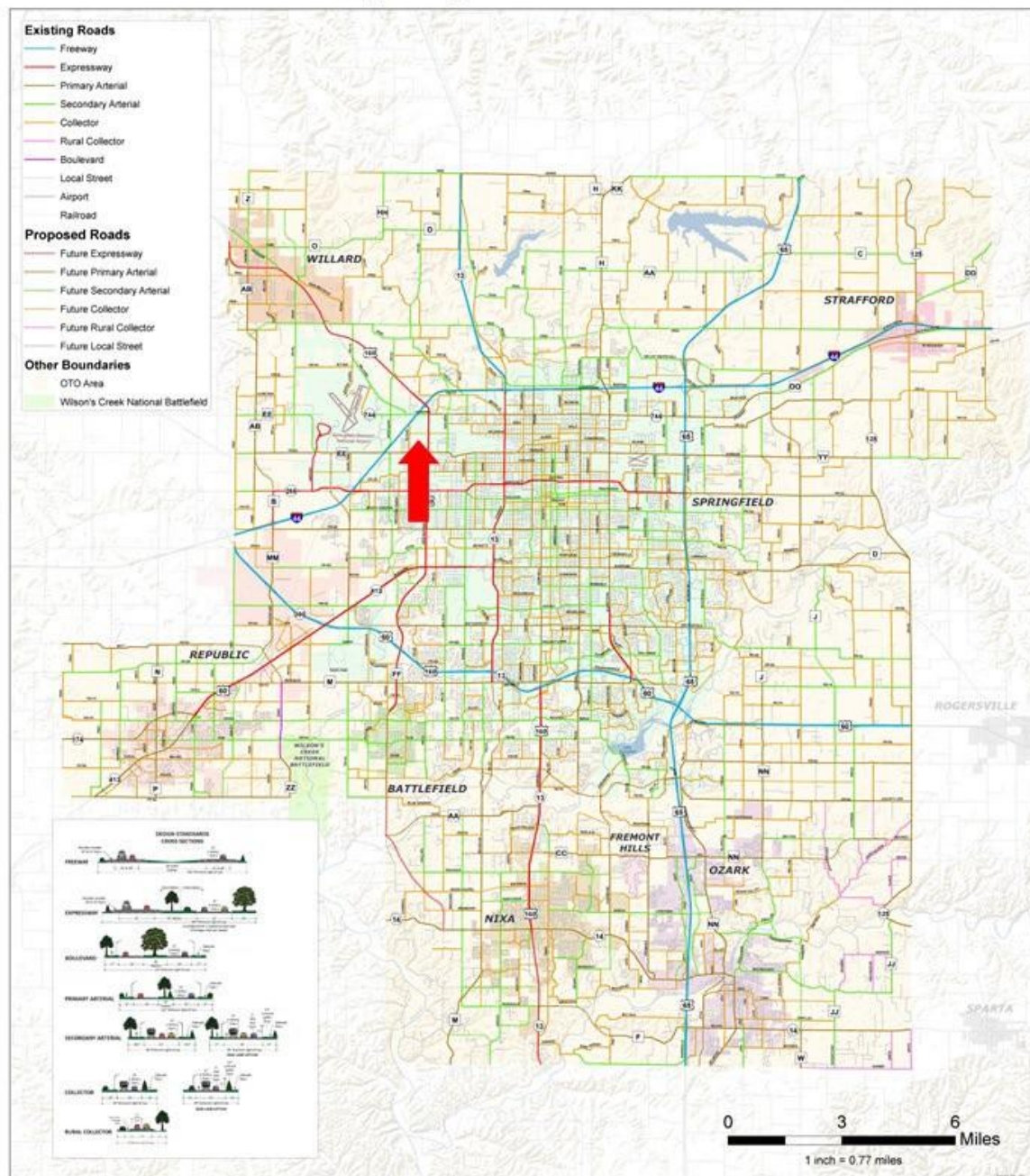
1. The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. A portion of this document identifies the Major Thoroughfares within the City.
2. The Major Thoroughfare Plan ("Exhibit A") represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-ways. Future roads are shown in general locations, the actual location may vary.
3. The Planning and Zoning Commission and City Council have the authority to amend the Major Thoroughfare Plan per Section 11.6. in the City Charter.
4. Staff has determined that the proposed collector in the 1800 block of N. West Bypass (extension of Atlantic Street from West Bypass to Eldon Avenue) do not provide for an adequate system of thoroughfares to ensure logical development of the community, safe and efficient movement of people and goods, and economical expenditure of Public Funds and therefore should be removed from the Major Thoroughfare Plan Figure 20-2 and 20-9.

Development Review Staff Report

Transportation Plan:

Exhibit A

Major Thoroughfare Plan Ozarks Transportation Organization As approved by the OTO Board of Directors



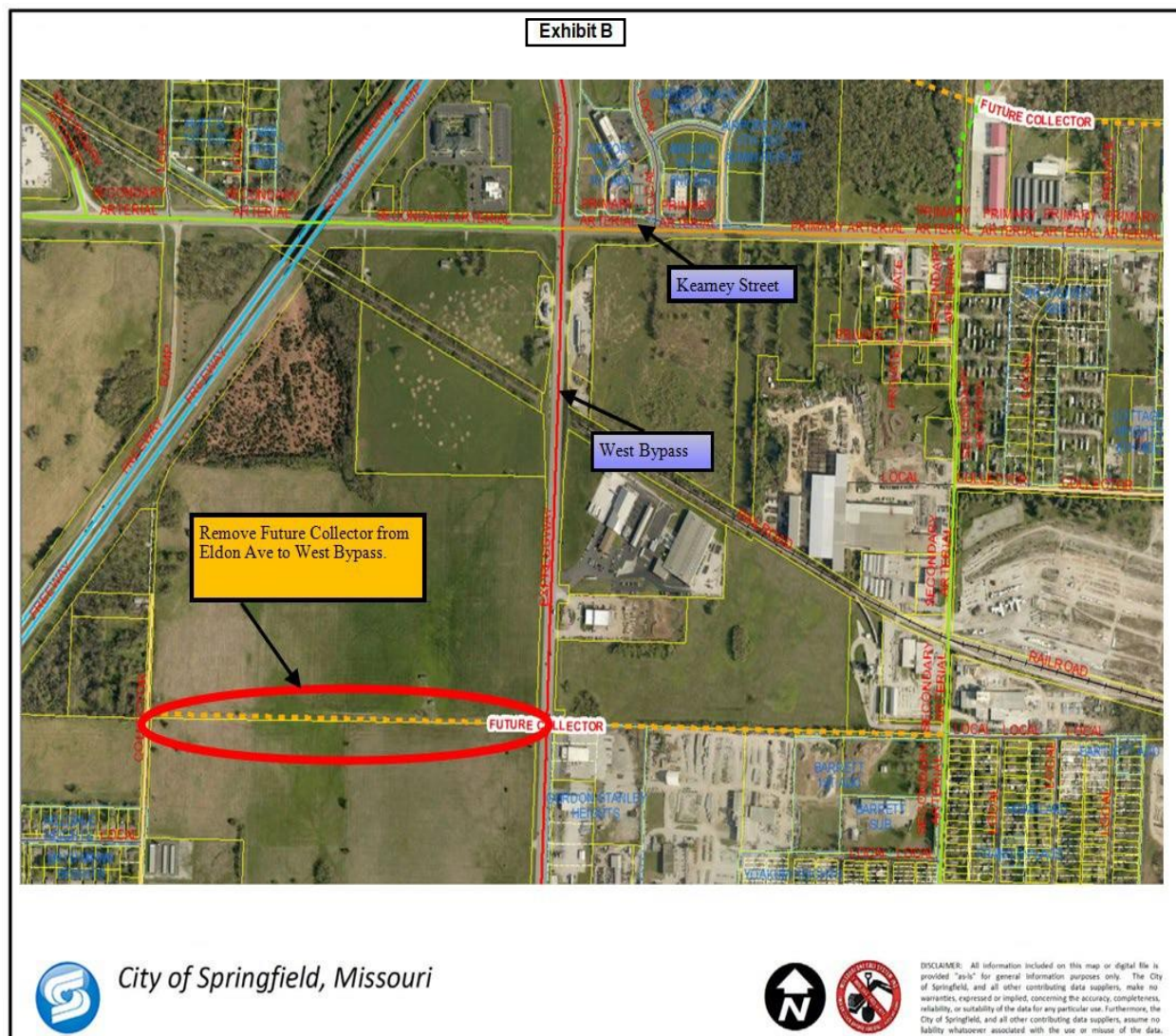
Amended:

June 16, 2005	April 17, 2008
August 18, 2005	August 21, 2008
December 15, 2005	December 15, 2011
April 19, 2007	February 19, 2015



Development Review Staff Report

PLAN AMENDMENTS:



Development Review Staff Report

TRANSPORTATION PLAN RECOMENDATIONS:

The Street Classifications for the Major Thoroughfare Plan should be regularly updated by the Springfield MPO, and subsequently adopted by the Springfield City Council, the Missouri Department of Transportation, and the Greene County Commission, as part of their policies concerning the location and function of all major streets. (Page 20-25)

PLANNING AND ZONING COMMISSION AUTHORITY:

Section 11.2. Planning and zoning commission—Powers and duties.

The city planning and zoning commission shall have the power and shall be required to:

- (1) Prepare and recommend to the city council a master plan, and amendments thereto, for the physical development of the City, as defined in this Article.
- (2) Prepare and recommend regulations pertaining to subdivision and development of land to the city council.
- (3) Review and approve subdivisions and development of land in accordance with the authority and procedures established by the city council.
- (4) Prepare for the city council an official map of the City and make recommendations with respect to proposed changes in such map.
- (5) Review and make recommendations with respect to proposed changes in the zoning ordinance and zoning map.
- (6) Hold public hearings on requests for rezoning, amendments to the zoning ordinance, amendments to the comprehensive plan, and such other planning and zoning matters as may be required by law or the provisions of this Charter. Rules with respect to the conduct of public hearings shall be adopted by the commission.
- (7) Review and recommend proposed capital improvements which in the opinion of the commission are necessary or desirable to be constructed.
- (8) Promote public interest in and understanding of the comprehensive plan and of zoning and planning.
- (9) Perform such other investigations and studies as may be referred to it by the city council or the city manager and make recommendations thereto.
- (10) Meet not less than once each month and keep a public record of its resolutions, findings and determinations.

Section 11.6. Adoption of master plan.

The commission may adopt the master plan as a whole by a single resolution or may by successive resolutions adopt successive parts of the plan, said parts corresponding to major geographical sections of the city or to functional divisions of the subject matter of the plan, and may adopt any amendment or extension thereof or addition thereto. The adoption of the plan, or any such part, amendment, extension or addition shall be by resolution carried by the affirmative vote of not less than a majority of the commission, but before the adoption of the plan or any such part or any modification, extension or addition, the commission shall hold at least one public hearing on the proposed action. An attested copy of the plan or part thereof shall be certified to the council. Neither the master plan, nor any element of the plan, shall have the legal effect set out in Section 11.7 of this chapter unless the plan, or the element of the plan in question, shall have been approved by the city council.

Section 11.7. Legal status of master plan.

- (1) *Master plan to provide general guidelines.* The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) *Regulations to generally conform to master plan.* All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.
- (3) *Master plan to guide public improvements.* The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
 - (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.

Development Review Staff Report



(f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

STAFF COMMENTS:

1. The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. A portion of this document identifies the Major Thoroughfares within the City.
2. The Major Thoroughfare Plan ("Exhibit A") represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-ways. Future roads are shown in general locations, the actual location may vary.
3. The property in the 1800 Block of N. West Bypass ("Exhibit B") is prime development property currently zoned General Manufacturing, split into two lots and owned by the same LLC. To market and develop this property as one lot or multiple lots, the future collector through this property does not serve a purpose for connectivity.
4. The Major Thoroughfare Plan map currently exists as Figure 20-2 and Figure 20-9 in the Transportation Plan.
5. The proposed amendments follow the goals set forth in the Transportation Plan which are:
 - i. Identify and establish future thoroughfare systems that integrates land uses with transportation system needs.
 - ii. Recognize a distinct hierarchy of street classification as thoroughfare improvements and development definitions are made.
 - iii. Work with Ozarks Transportation Organization to review and update the plan every 5 years in conjunction with their Long Range Transportation Plan review/update.
7. Missouri State Statute Chapter 89.400.1 requires a municipality to file a certified copy of any adopted major street plan in the office of the county recorder. The city will file a copy of the Major Thoroughfare Plan with the Greene County Recorder's office upon adoption by the Planning & Zoning Commission and the Springfield City Council.

NEIGHBORHOOD MEETING:

A neighborhood meeting is not required.

PUBLIC NOTIFICATIONS:

The public notice was advertised in the Daily Events at least 15 days prior to the public hearing.

RECORD OF PROCEEDINGS
Planning and Zoning Commission – April 7, 2022

Major Thoroughfare Plan Amendments – West Bypass
1800 blk Northwest Bypass (between West Bypass and Eldon Avenue)
Applicant: City of Springfield

Mr. Hosmer states that this is a request to amend Figure 20-2 and 20-9 in the City of Springfield Transportation Plan to remove a future collector (extension of Atlantic Street from West Bypass to Eldon Avenue). The Springfield-Greene County Comprehensive Plan Transportation Plan Element was adopted by City Council on June 11, 2001. The Major Thoroughfare Plan (“Exhibit A”) represents future roadway functions. It is intended to provide an overall framework for making decisions on thoroughfare improvements and extensions. It identifies locations of future major transportation corridors and serves as a general guide for securing rights-of-ways. Future roads are shown in general locations, the actual location may vary. The Planning and Zoning Commission and City Council have the authority to amend the Major Thoroughfare Plan per Section 11.6. in the City Charter. The proposed amendments follow the goals set forth in the Transportation Plan which are:

- Identify and establish future thoroughfare systems that integrates land uses with transportation system needs.
- Recognize a distinct hierarchy of street classification as thoroughfare improvements and development definitions are made.
- Work with Ozarks Transportation Organization to review and update the plan every 5 years in conjunction with their Long-Range Transportation Plan review/update.

The property in the 1800 Block of West Bypass (“Exhibit B”) is prime development property currently zoned General Manufacturing, is currently split into two lots but owned by the same LLC. In order to market and develop this property as one lot or multiple lots, the future collector through this property does not serve a purpose for connectivity. Staff recommends approval.

Mr. Colony asks if this is for a regular check-up.

Mr. Hosmer noted that it is development driven to make the property marketable.

Mr. Colony asked about a replacement corridor across the area.

Mr. Foster noted that it will not need to be replaced because it has access to West Bypass and Kearney. By taking it off the Major Thoroughfare Plan it takes away any component for a future developer and the collector would serve no use to the city.

Mr. Doennig opened the public hearing.

No speakers.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Mr. Colony motioned to recommend **approval** for Major Thoroughfare Plan Amendments – West Bypass (800 blk Northwest Bypass (between West Bypass and Eldon Avenue)). Mr. Knuckles seconded the motion. Ayes: Doennig, Coltrin, Knuckles, Colony, Bruce, Jobe, Broekhoven, and Lebeck. Nays: None. Abstain: None. Absent: None.



Bob Hosmer, AICP
Planning Manager

TAB 3

BOARD OF DIRECTORS AGENDA 7/21/2022; ITEM II.B.

Draft 2023-2027 MoDOT Statewide Transportation Improvement Program (STIP)

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2023-2027 STIP was adopted at the July 6, 2022 Missouri Highways and Transportation Commission meeting. Included for member information is the 2023-2027 Scoping and Design Projects and the 2023-2027 Highway and Bridge Construction Schedule.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. Please see the included document titled OTO Recommended STIP Project List for the list endorsed by the OTO.

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the Draft OTO 2023-2026 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

Informational Only. No Action Requested.

OTO Recommended STIP Project List

Description	Project Number	ROW Estimate (thousands)	(In Construction Estimate (in thousands)	Proposed FY	Unfunded Needs List	Priority
I-44: Glenstone to Route 65	8I3044C				STIP	1
I-44: six-lanes from Kansas to Glenstone	8I3044		\$ 22.10	2025	Tier 2	1
ITS: Chestnut corridor from W. Bypass to Kansas Exp	TBD		\$ 0.30	2024		2
Glenstone: Phase II safety, operational and pedestrian connectivity	TBD		\$ 1.00	2024	Tier 1	3
Route 60: Capacity from new Route MM/ZZ to Route 360 (JRF)	8S3159		\$ 8.50	2025	Tier 2	5
Kansas Expressway: Interchange at I-44 Phase I	8P3252	\$ 4.70	\$ 18.15	2026	Tier 1, 2, 3	7
Route 60: freeway from Rte. 65 to Route NN/J	8P0683G	\$ 0.60	\$ 14.40	2027	Tier 2	8
Kansas Expressway: Grand to Sunshine	8S3195		\$ 6.90	2026	Tier 1, 2, 3	9
Route 65: Six-lanes from Route CC to Route 14	8P0605I		\$ 11.95	2023	Tier 2	12
Route 65: Six-lanes from Route 14 to Rte. F, bridge	8P0605J		\$ 9.54	2023	Tier 2	15
Route CC: ramp improvements at Rte. 65	8P3235		\$ 0.10	2025	Tier 1	16
Route D: East Sunshine Safety, Operational and Pedestrian Connectivity	8S3133		\$ 2.70	2024		22
Loop 44: Chestnut Safety, Operational and pedestrian connectivity	8P3144		\$ 1.02	2024		23
Route 125: Strafford intersections, phase II	8S3238		\$ 2.00	2024		25
AB/266 and B/266 Intersections	8S3250	\$ 0.50	\$ 4.00	2024		47
Route CC: intersection improvements at Main St.	8S0736F	\$ 0.10	\$ 1.45	2024		64
Route 744: Kearney Street Safety, Operational and Pedestrian Connectivity	8S3145		\$ 2.10	2024		Safety
I-44 @ Route MM Interchange Phase I			\$ 2.50	2024		
TOTAL (Before Inflation)			\$ 108.71			

DRAFT

Section 3 – Scoping and Design Projects

2023 – 2027 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for the scoping or preliminary design phase only, and subsequent phases have not yet been determined or are beyond the STIP horizon period.

After needs have been identified and prioritized, the higher priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT departments. The core team investigates the problem or concern. The core team develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4.) Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework process of identifying and prioritizing needs, to developing solutions, to prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road. Some projects could be added to the construction program (see Section 4) in future STIP amendments, either using existing capacity shown in Section 5, or if additional funding becomes available.

DRAFT

Projects in Section 3 shaded in light gray represent probable removal with the repeal of SB262, subject to further review during the STIP process with planning partners. Projects in Section 3 shaded in dark gray represent possible removal with the repeal of SB262 and MHTC decision to not issue bonds, subject to further review during the STIP process with planning partners.

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	CHRISTIAN	Scoping for roadway improvements on South Street from 6th Avenue to Rte. W in Ozark.						
Route:	MO 14	Adv. CN	80	State :	20	Local :	0	
Job No.:	8P0583	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000		
County:	CHRISTIAN	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.						
Route:	MO 14	Federal	32	State :	8	Local :	0	
Job No.:	8P0588	Anticipated Federal Funds : STBG				Future Cost : 25,001 - 50,000		
County:	CHRISTIAN	Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.						
Route:	MO 14	Adv. CN	32	State :	8	Local :	0	
Job No.:	8P3249	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	CHRISTIAN	Scoping for capacity and safety improvements from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN and on Rte. NN from Rte. J to Pheasant Road in Ozark.						
Route:	RT CC	Federal	32	State :	8	Local :	0	
Job No.:	8S0736	Anticipated Federal Funds : STBG				Future Cost : 25,001 - 50,000		
County:	CHRISTIAN	Scoping for capital improvements from Fremont Road to 22nd Street in Ozark.						
Route:	RT CC	Adv. CN	160	State :	40	Local :	0	
Job No.:	8S0736D	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	CHRISTIAN	Scoping for capital improvements from Rte. 160 to Main Street in Nixa.						
Route:	RT CC	Adv. CN	32	State :	8	Local :	0	
Job No.:	8S0736G	Anticipated Federal Funds : AC-STBG				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.						
Route:	IS 44	Federal	450	State :	50	Local :	0	
Job No.:	8I3044	Anticipated Federal Funds : NHPP				Future Cost : > 100,000		
County:	GREENE	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.						
Route:	IS 44	Federal	4	State :	0	Local :	0	
Job No.:	8I3134	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	GREENE	Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44.						
Route:	MO 13	Federal	80	State :	20	Local :	0	
Job No.:	8P3252	Anticipated Federal Funds : NHPP				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping for capital improvements on Kansas Expressway from Bennett Street to Rte. 60 (James River Freeway) in Springfield.						
Route:	MO 13	Federal	600	State :	150	Local :	0	
Job No.:	8S3195	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for safety and operational improvements on Kansas Expressway from south of Evergreen Street to Bennett Street.						
Route:	MO 13	Federal	600	State :	150	Local :	0	
Job No.:	8S3253	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for safety improvements from 0.3 mile north of Richland Road to Radio Lane in Springfield.						
Route:	MO 13	Federal	144	State :	16	Local :	0	
Job No.:	SU0125	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for roadway and operational improvements on West Sunshine Street from Rte. 360 (James River Freeway) in Springfield to Rte. 174 in Republic.						
Route:	MO 413	Federal	160	State :	40	Local :	0	
Job No.:	8S3159	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for safety improvements on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.						
Route:	MO 744	Federal	36	State :	4	Local :	0	
Job No.:	8S3145	Anticipated Federal Funds : SAFETY				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B and on Rte. B from Rte. 266 to I-44 near Republic.						
Route:	RT AB	Adv. CN	32	State :	8	Local :	0	
Job No.:	8S3250	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for corridor improvements from Rte. M to County Road 194 in Battlefield.						
Route:	RT FF	Adv. CN	80	State :	20	Local :	0	
Job No.:	SU0004	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	GREENE	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.						
Route:	RT MM	Adv. CN	1,440	State :	360	Local :	0	
Job No.:	8S0836	Anticipated Federal Funds : AC-STBG				Future Cost : 50,001 - 75,000		
County:	GREENE	Scoping for roadway improvements from Rte. 360 to County Road 160 in Republic.						
Route:	RT MM	Federal	240	State :	60	Local :	0	
Job No.:	8S0836E	Anticipated Federal Funds : STBG				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping for interchange and ramp improvements at I-44 near Republic.						
Route:	RT MM	Federal	720	State :	180	Local :	0	
Job No.:	SU0043	Anticipated Federal Funds : STBG				Future Cost : 10,001 - 15,000		
County:	GREENE	Scoping for capacity improvements from Rte. 360 (James River Freeway) to County Road 160 in Republic.						
Route:	RT MM	Adv. CN	280	State :	70	Local :	0	
Job No.:	SU0126	Anticipated Federal Funds : AC-STBG				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.						
Route:	RT ZZ	Adv. CN	64	State :	16	Local :	0	
Job No.:	8S0836C	Anticipated Federal Funds : AC-STBG				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.						
Route:	US 160	Federal	5	State :	1	Local :	0	
Job No.:	8P3033	Anticipated Federal Funds : NHPP				Future Cost : 25,001 - 50,000		
County:	GREENE	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.						
Route:	US 60	Federal	16	State :	4	Local :	0	
Job No.:	8P0865	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		
County:	GREENE	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield.						
Route:	US 60	Federal	120	State :	30	Local :	0	
Job No.:	8P3032	Anticipated Federal Funds : NHPP				Future Cost : 50,001 - 75,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	GREENE	Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.						
Route:	US 60	Adv. CN	16	State :	4	Local :	0	
Job No.:	8P3251	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.						
Route:	US 60	Federal	80	State :	20	Local :	0	
Job No.:	SU0005	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		
County:	GREENE	Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.						
Route:	US 65	Federal	13	State :	3	Local :	0	
Job No.:	8P3103	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		
County:	GREENE	Scoping for interchange and bridge improvements at Rte. 744 (Kearney Street) in Springfield. Project involves twin bridges A1648.						
Route:	US 65	Federal	64	State :	16	Local :	0	
Job No.:	8P3220	Anticipated Federal Funds : NHPP				Future Cost : 15,001 - 25,000		
County:	GREENE	Scoping for interchange operational improvements at Rte. 60 (James River Freeway) in Springfield.						
Route:	US 65	Federal	80	State :	20	Local :	0	
Job No.:	SU0006	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000		
County:	VARIOUS	Surveying to sell excess right of way in the urban Southwest District.						
Route:	VARIOUS	Federal	0	State :	75	Local :	0	
Job No.:	8P3027	Anticipated Federal Funds : STATE				Future Cost : 0		
County:	VARIOUS	Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	13	State :	3	Local :	0	
Job No.:	8P3065	Anticipated Federal Funds : STBG				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for bridge improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	40	State :	10	Local :	0	
Job No.:	8P3067	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		

2023 - 2027 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior	7/2022	7/2023
						Prog	6/2023	6/2027
County:	VARIOUS	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	13	State :	3	Local :	0	
Job No.:	8P3068	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000		
County:	VARIOUS	Scoping for safety improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	54	State :	6	Local :	0	
Job No.:	8P3069	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Scoping for pavement improvements on major routes in the urban Southwest District.						
Route:	VARIOUS	Federal	40	State :	10	Local :	0	
Job No.:	8P3099	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000		
County:	VARIOUS	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.						
Route:	VARIOUS	Federal	40	State :	10	Local :	0	
Job No.:	8S3066	Anticipated Federal Funds : STBG				Future Cost : 2,001 - 5,000		
County:	VARIOUS	Scoping for ITS improvements at various locations in the urban Southwest District.						
Route:	VARIOUS	Adv. CN	40	State :	10	Local :	0	
Job No.:	SU0009	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000		

2023 - 2027 Scoping and Design Projects

SOUTHWEST

Project Count : 37

	2023	2024	2025	2026	2027
State:	620	304	246	196	97
AC State:	1,244	404	284	284	40
Local:	0	0	0	0	0
Sub total:	1,864	708	530	480	137

Federal

Sub-total Federal:	1,287	833	729	527	298
Grand Total:	3,151	1,541	1,259	1,007	435

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2023 - 2027 Scoping and Design Projects

SOUTHWEST

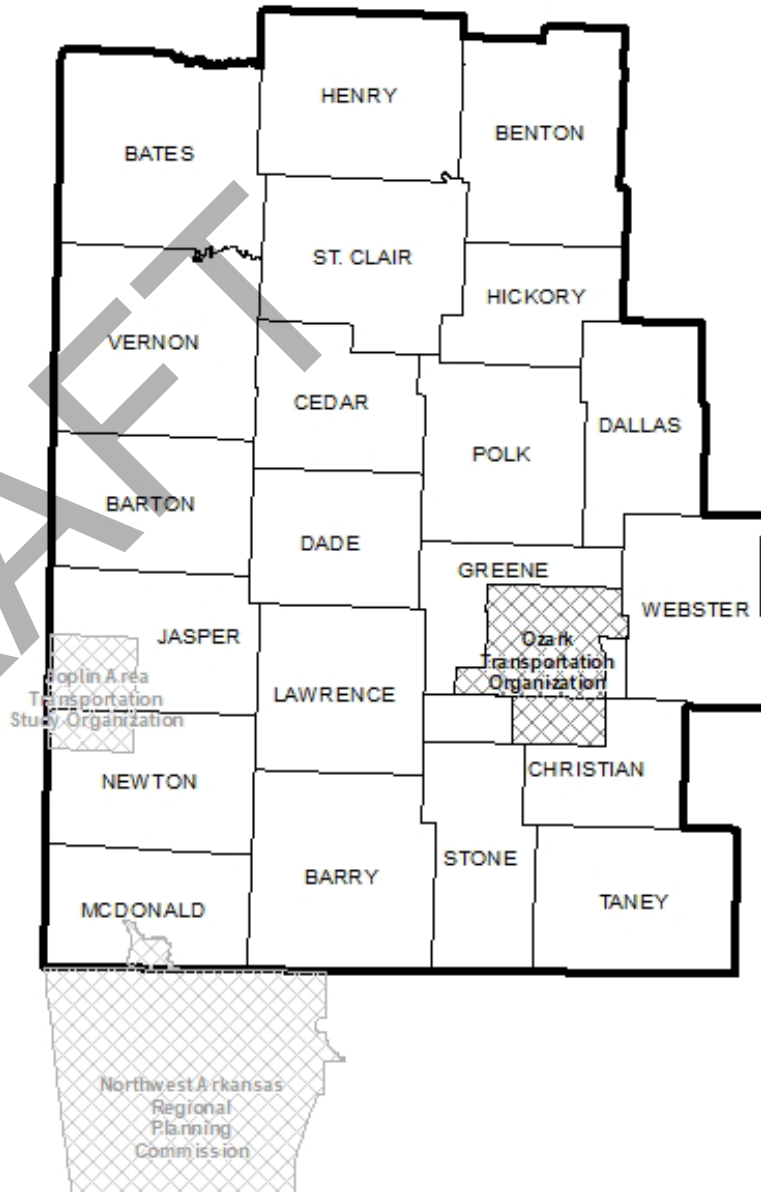
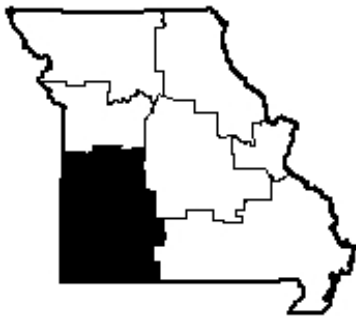
Project Count : 93

	2023	2024	2025	2026	2027
State:	1,017	557	474	342	160
AC State:	1,507	659	481	465	46
Local:	0	0	0	0	0
Sub total:	2,524	1,216	955	807	206

Federal

Sub-total Federal:	2,607	1,596	1,440	925	478
Grand Total:	5,131	2,812	2,395	1,732	684

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MoDOT's Southwest District
TMA: Ozarks Transportation Organization

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

PROJECT DESCRIPTION KEY

2023-2027 Highway and Bridge Construction Schedule						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2022 6/2023	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	
County: _____	XX					Engineering:	99	9	0	0	0	0
Route: _____	Federal: _____	State: _____	Local: _____	Estimated Total: _____		R/W:	0	0	99	0	0	0
Project No.: _____	Anticipated Federal Funds*: _____			Award Date: _____		Construction:	0	0	0	999	0	0
Length: _____	Let With: _____			Future Cost: _____		FFOS:	0	0	0	99	0	0
MPO: _____	TIP No.: _____					Payback:	0	99	0	0	0	0

_____ Total project cost estimate.

_____ Federal, Adv CN, State and Local share of project costs.

_____ Year project is to be awarded to begin construction (Month and year shown for 2023. Calendar year only beyond 2023.)

_____ Estimated cost range beyond 2027.

_____ Dollars programmed in previous STIPs.

_____ Dollars funded from other sources.

_____ Dollars for construction, contingency & other non-contractuals.

_____ Dollars for right of way (land acquisition).

_____ Dollars to be paid back for accelerating the project.

_____ Dollars for engineering that include preliminary engineering, construction engineering and right of way incidentals.

_____ Anticipated Federal Funding Category*

_____ Projects let in combination.

_____ Transportation Improvement Program number (Subject to the approval of the governing Metropolitan Planning Organization.)

_____ Project description and location.

_____ County location of project

_____ Route location of project

_____ Project number used to track project costs.

_____ Total length in 1/100 miles.

_____ Metropolitan Planning Organization (Y/N)

***Anticipated Federal Funding Category:**

CMAQ - Congestion Mitigation and Air Quality.
* Usually 80% Federal & 20% State funds.

Other - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

NHPP - National Highway Performance Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STBG - Surface Transportation Block Grant.
* Usually 80% Federal & 20% State funds.

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right of way and construction costs in program years 2, 3, 4 and 5.

No inflation is applied to the Funding From Other Sources (FFOS), Payments or Paybacks.

(All Costs in Thousands)

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Projects in Section 4 shaded in light gray represent probable removal with the repeal of SB262, subject to further review during the STIP process with planning partners. Projects in Section 4 shaded in dark gray represent possible removal with the repeal of SB262 and MHTC decision to not issue bonds, subject to further review during the STIP process with planning partners.

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	CHRISTIAN	Add safety signage 0.1 mile north of Lindenlure Drive.						Engineering	0	1	1	3	0	0
Route:	MO 125	Federal	14	State :	2	Local :	0	Estimated Total: 16	R/W	0	0	0	0	0
Project No.	SU0103	Anticipated Federal Funds : SAFETY						Construction	0	0	0	11	0	0
Length	0.13	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0
County:	CHRISTIAN	Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.						Engineering	25	25	50	412	390	0
Route:	MO 14	Adv. CN	4,689	State :	1,172	Local :	0	Estimated Total: 5,886	R/W	0	0	0	1,578	0
Project No.	8P0583B	Anticipated Federal Funds : AC-STBG						Construction	0	0	0	0	3,406	0
Length	0.51	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : OK2201						Payback	0	0	0	0	0	0
County:	CHRISTIAN	Add intersection turn lanes, replace signals and upgrade striping and signage at Rte. CC near Nixa.						Engineering	664	662	0	0	0	0
Route:	US 160	Federal	4,334	State :	1,083	Local :	0	Estimated Total: 6,381	R/W	300	0	0	0	0
Project No.	8S3138	Anticipated Federal Funds : NHPP						Construction	0	4,755	0	0	0	0
Length	0.31	Let With : 8S3138B SU0020						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : CC1802						Payback	0	0	0	0	0	0
County:	CHRISTIAN	Bridge rehabilitation on northbound bridge over the James River and add turn lanes and replace signal at Rte. AA. Project involves bridge A1198.						Engineering	536	692	0	0	0	0
Route:	US 160	Federal	4,096	State :	1,024	Local :	0	Estimated Total: 5,666	R/W	10	0	0	0	0
Project No.	8S3138B	Anticipated Federal Funds : NHPP						Construction	0	4,428	0	0	0	0
Length	0.41	Let With : 8S3138 SU0020						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : CC2102						Payback	0	0	0	0	0	0
County:	CHRISTIAN	Add lanes from Rte. CC to Rte. 14 in Ozark.						Engineering	11	917	0	0	0	0
Route:	US 65	Federal	10,294	State :	2,573	Local :	0	Estimated Total: 12,878	R/W	0	0	0	0	0
Project No.	8P0605I	Anticipated Federal Funds : NHPP						Construction	0	11,950	0	0	0	0
Length	3.27	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : CC1901-19						Payback	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	CHRISTIAN	Add lanes from Rte. 14 to Rte. F and bridge rehabilitation over the Finley River in Ozark. Project involves bridges A0646 and A3110.					Engineering	16	737	0	0	0
Route:	US 65	Federal	8,220	State :	2,055	Local : 0	R/W	0	0	0	0	0
Project No.	8P0605J	Anticipated Federal Funds : NHPP					Construction	0	9,538	0	0	0
Length	1.44	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : CC1902-19	Estimated Total: 10,291					Payback	0	0	0	0
		Award Date : 1/2023										
		Future Cost : 0										
County:	CHRISTIAN	Pavement preservation treatment from Rte. 160 to Blue Springs Road (end of state maintenance) and on Rte. JJ from Rte. 125 to Rte. 14.					Engineering	0	29	0	0	0
Route:	RT AA	Adv. CN	178	State :	44	Local : 0	R/W	0	0	0	0	0
Project No.	SU0065	Anticipated Federal Funds : AC-STBG					Construction	0	193	0	0	0
Length	7.21	Let With : 7P3503					FFOS	0	0	0	0	0
MPO	Y	Tip No. : OK2205	Estimated Total: 222					Payback	0	0	0	0
		Award Date : 2/2023										
		Future Cost : 0										
County:	CHRISTIAN	Intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.					Engineering	50	100	222	418	0
Route:	RT CC	Adv. CN	2,714	State :	678	Local : 0	R/W	0	0	311	0	0
Project No.	8S0736E	Anticipated Federal Funds : AC-STBG					Construction	0	0	0	2,341	0
Length	0.18	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : OK2202	Estimated Total: 3,442					Payback	0	0	0	0
		Award Date : 2025										
		Future Cost : 0										
County:	CHRISTIAN	Add roundabout at Main Street in Nixa.					Engineering	10	245	291	0	0
Route:	RT CC	Adv. CN	1,704	State :	426	Local : 0	R/W	0	100	0	0	0
Project No.	8S0736F	Anticipated Federal Funds : AC-STBG					Construction	0	0	1,494	0	0
Length	0.22	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1903	Estimated Total: 2,140					Payback	0	0	0	0
		Award Date : 2024										
		Future Cost : 0										
County:	CHRISTIAN	Ramp and intersection improvements at Rtes. CC and J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.					Engineering	2	2	53	87	0
Route:	RT J	Federal	629	State :	157	Local : 0	R/W	0	0	0	0	0
Project No.	8S3245	Anticipated Federal Funds : NHPP					Construction	0	0	0	644	0
Length	0.06	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : OK2203	Estimated Total: 788					Payback	0	0	0	0
		Award Date : 2025										
		Future Cost : 0										

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING							
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026		
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027		
County:	CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.						Engineering	0	2	6	15	0	0	
Route:	RT W	Adv. CN	130	State :	32	Local :	0	Estimated Total: 162	R/W	0	0	0	0	0	
Project No.	SU0012	Anticipated Federal Funds : AC-STBG						Award Date : 2025	Construction	0	0	0	139	0	0
Length	1.01	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0
County:	GREENE	Intersection improvements at various locations from 0.2 mile north of Evergreen Street to 0.1 mile west of Washington Avenue in Strafford.						Engineering	120	530	537	0	0	0	
Route:	MO 125	Adv. CN	3,948	State :	987	Local :	0	Estimated Total: 5,055	R/W	0	155	0	0	0	0
Project No.	8S3238	Anticipated Federal Funds : AC-STBG						Award Date : 2024	Construction	0	0	3,713	0	0	0
Length	1.10	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : ST2201						Payback	0	0	0	0	0	0	0
County:	GREENE	Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.						Engineering	114	150	140	367	0	0	
Route:	CRD 127	Federal	2,875	State :	719	Local :	0	Estimated Total: 3,708	R/W	0	0	46	0	0	0
Project No.	8S3156	Anticipated Federal Funds : NHPP						Award Date : 2025	Construction	0	0	0	2,891	0	0
Length	0.07	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP1911						Payback	0	0	0	0	0	0	0
County:	GREENE	Add lanes, improve pedestrian access and replace signal on Kansas Expressway at Sunset Street in Springfield. \$278,200 Springfield and \$1,112,800 STBG-Urban funds.						Engineering	507	313	0	0	0	0	0
Route:	MO 13	Federal	1,664	State :	165	Local :	251	Estimated Total: 2,782	R/W	195	0	0	0	0	0
Project No.	8P3087E	Anticipated Federal Funds : STBG						Award Date : 4/2023	Construction	0	1,767	0	0	0	0
Length	0.37	Let With : 8P3087F 8S3165 8S3173						Future Cost : 0	FFOS	133	1,258	0	0	0	0
MPO	Y	Tip No. : SP1816-18A						Payback	0	0	0	0	0	0	0
County:	GREENE	Add lanes, improve pedestrian access and replace signal on Kansas Expressway at Walnut Lawn Street in Springfield. \$404,500 Springfield and \$1,324,800 STBG-Urban funds.						Engineering	366	411	0	0	0	0	0
Route:	MO 13	Federal	2,182	State :	186	Local :	359	Estimated Total: 3,457	R/W	364	0	0	0	0	0
Project No.	8P3087F	Anticipated Federal Funds : STBG						Award Date : 4/2023	Construction	0	2,316	0	0	0	0
Length	0.45	Let With : 8P3087E 8S3165 8S3173						Future Cost : 0	FFOS	230	1,499	0	0	0	0
MPO	Y	Tip No. : SP1817-18A						Payback	0	0	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Pavement resurfacing on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway). \$3,839.99 DEMO ID MO250.					Engineering	52	322	0	0	0
Route:	MO 13	Federal	2,605	State :	651	Local : 0	R/W	0	0	0	0	0
Project No.	8S3165	Anticipated Federal Funds : NHPP Award Date : 4/2023					Construction	0	2,934	0	0	0
Length	7.62	Let With : 8P3087E 8P3087F 8S3173 Future Cost : 0					FFOS	0	4	0	0	0
MPO	Y	Tip No. : GR2007					Payback	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan and add sidewalks at various locations on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway). \$149,703 Springfield, \$598,809 STBG-Urban and \$329,000 Statewide Trans. Alt. funds.					Engineering	1,345	741	0	0	0
Route:	MO 13	Adv. CN	3,260	State :	665	Local : 150	R/W	50	0	0	0	0
Project No.	8S3173	Anticipated Federal Funds : AC-STBG Award Date : 4/2023					Construction	0	3,334	0	0	0
Length	7.62	Let With : 8P3087E 8P3087F 8S3165 Future Cost : 0					FFOS	0	749	0	0	0
MPO	Y	Tip No. : EN2003					Payback	0	0	0	0	0
County:	GREENE	Interchange improvements at I-44 in Springfield.					Engineering	0	500	500	840	2,738
Route:	MO 13	Federal	24,042	State :	6,011	Local : 0	R/W	0	0	0	4,986	0
Project No.	SU0079	Anticipated Federal Funds : NHPP Award Date : 2026					Construction	0	0	0	0	20,489
Length	0.20	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield.					Engineering	0	40	40	300	600
Route:	MO 13	Federal	7,881	State :	1,970	Local : 0	R/W	0	0	0	32	0
Project No.	SU0093	Anticipated Federal Funds : NHPP Award Date : 2027					Construction	0	0	0	0	7,784
Length	1.01	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60 and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.					Engineering	0	10	24	40	168
Route:	US 160	Federal	1,237	State :	309	Local : 0	R/W	0	0	0	0	0
Project No.	SU0051	Anticipated Federal Funds : NHPP Award Date : 2026					Construction	0	0	0	0	1,304
Length	0.25	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Bridge deck sealing on northbound bridge over James River Overflow south of Springfield. Project involves bridge A1199.					Engineering	0	30	0	0	0
Route:	US 160	Federal	133	State :	33	Local : 0	R/W	0	0	0	0	0
Project No.	SU0020	Anticipated Federal Funds : NHPP					Construction	0	136	0	0	0
Length	0.16	Let With : 8S3138 8S3138B					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP2213					Payback	0	0	0	0	0
County:	GREENE	Add roundabout at Rte. AB and at Rte. B west of Springfield.					Engineering	0	300	450	0	0
Route:	MO 266	Adv. CN	4,271	State :	1,068	Local : 0	R/W	0	500	0	0	0
Project No.	SU0080	Anticipated Federal Funds : AC-STBG					Construction	0	0	4,089	0	0
Length	0.10	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from I-44 to Rte. 60 in Springfield.					Engineering	0	9	59	0	0
Route:	MO 360	Federal	522	State :	130	Local : 0	R/W	0	0	0	0	0
Project No.	SU0014	Anticipated Federal Funds : NHPP					Construction	0	0	584	0	0
Length	3.68	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Bridge replacement, add sidewalks and upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from 0.1 mile east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.					Engineering	733	609	0	0	0
Route:	MO 413	Federal	3,854	State :	963	Local : 0	R/W	338	0	0	0	0
Project No.	8S3157	Anticipated Federal Funds : NHPP					Construction	0	4,208	0	0	0
Length	0.61	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1908					Payback	0	0	0	0	0
County:	GREENE	Add lanes from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield.					Engineering	404	100	64	588	0
Route:	IS 44	Federal	9,647	State :	1,072	Local : 0	R/W	0	0	0	0	0
Project No.	8I3044C	Anticipated Federal Funds : NHPP					Construction	0	0	0	9,967	0
Length	2.08	Let With : 8I3225					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP2203					Payback	0	0	0	0	0

2023 - 2027 Highway and Bridge Construction Schedule

2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	GREENE	Pavement resurfacing from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford.						Engineering	50	73	50	585	0	0
Route:	IS 44	Federal	6,313	State :	701	Local :	0	Estimated Total: 7,064	R/W	0	0	0	0	0
Project No.	813225	Anticipated Federal Funds : NHPP						Construction	0	0	0	6,306	0	0
Length	15.52	Let With : 813044C						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2201						Payback	0	0	0	0	0	0
County:	GREENE	Job Order Contracting for pavement repair in the urban Southwest District.						Engineering	0	0	90	0	0	0
Route:	IS 44	Adv. CN	452	State :	50	Local :	0	Estimated Total: 502	R/W	0	0	0	0	0
Project No.	813232	Anticipated Federal Funds : AC-NHPP						Construction	0	0	412	0	0	0
Length	37.26	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2401						Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from 0.5 mile east of Rte. 125 in Strafford to the Webster County line.						Engineering	0	2	6	40	0	0
Route:	IS 44	Federal	405	State :	45	Local :	0	Estimated Total: 450	R/W	0	0	0	0	0
Project No.	SU0013	Anticipated Federal Funds : NHPP						Construction	0	0	0	402	0	0
Length	1.54	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0
County:	GREENE	Add lanes and replace bridges from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone Avenue) in Springfield. Project involves bridges A0444, A0445, A0446 and A0447.						Engineering	0	800	800	2,800	0	0
Route:	IS 44	Federal	25,073	State :	2,786	Local :	0	Estimated Total: 27,859	R/W	0	0	0	0	0
Project No.	SU0076	Anticipated Federal Funds : NHPP						Construction	0	0	0	23,459	0	0
Length	2.65	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0
County:	GREENE	Sound abatement at various locations from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.						Engineering	0	150	50	50	200	510
Route:	IS 44	Adv. CN	5,406	State :	1,352	Local :	0	Estimated Total: 6,758	R/W	0	0	0	2	0
Project No.	SU0114	Anticipated Federal Funds : AC-STBG						Construction	0	0	0	0	0	5,796
Length	2.28	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0

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								Prior	7/2022	7/2023	7/2024	7/2025	7/2026
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Add high friction surface treatment on westbound lanes in Strafford, Rte. 60 in Springfield, Rtes. NN and 125 in Christian County and pavement resurfacing on Rte. 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.					Engineering	0	66	481	0	0	0
Route:	IS 44	Federal	3,725	State :	414	Local :	0	R/W	0	0	0	0	0
Project No.	SU0058	Anticipated Federal Funds : SAFETY					Construction	0	0	3,592	0	0	0
Length	3.36	Let With :					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0
County:	GREENE	Rebuild pavement on the westbound lanes from 2.1 miles east of of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.					Engineering	0	320	0	0	0	0
Route:	IS 44	Federal	1,754	State :	195	Local :	0	R/W	0	0	0	0	0
Project No.	SU0146	Anticipated Federal Funds : NHPP					Construction	0	1,629	0	0	0	0
Length	1.37	Let With : 713010					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0
County:	GREENE	Safety improvements on Chestnut Expressway from I-44 to Rte. 65 in Springfield.					Engineering	88	325	160	0	0	0
Route:	LP 44	Federal	1,522	State :	169	Local :	0	R/W	0	150	0	0	0
Project No.	8P3144	Anticipated Federal Funds : SAFETY					Construction	0	0	1,056	0	0	0
Length	9.21	Let With :					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP1812-18						Payback	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark and Rte. M in Nixa.					Engineering	85	312	380	0	0	0
Route:	LP 44	Adv. CN	1,636	State :	409	Local :	0	R/W	0	15	0	0	0
Project No.	8P3192	Anticipated Federal Funds : AC-STBG					Construction	0	0	1,338	0	0	0
Length	50.80	Let With :					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN2002						Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Rte. 13 (Kansas Expressway).					Engineering	6	5	46	0	0	0
Route:	LP 44	Federal	410	State :	103	Local :	0	R/W	0	0	0	0	0
Project No.	8S3166	Anticipated Federal Funds : NHPP					Construction	0	0	462	0	0	0
Length	1.10	Let With : 8S3167 8S3171 8S3224					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2013-20						Payback	0	0	0	0	0

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								Prog	6/2023	6/2024	6/2025	6/2026	6/2027		
County:	GREENE	Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to 0.1 mile east of Eastgate Avenue and on Eastgate Avenue from 0.1 mile north of Cherry Street to 0.3 mile north of Chestnut Expressway in Springfield.					Engineering	13	18	112	0	0	0		
Route:	LP 44	Federal	1,042	State :	261	Local :	0	R/W	0	0	0	0	0		
Project No.	8S3167	Anticipated Federal Funds : NHPP				Award Date : 2024			Construction	0	0	1,173	0	0	0
Length	3.18	Let With : 8S3166 8S3171 8S3224				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2002					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Chestnut Expressway from Lullwood Avenue to Scenic Avenue and from east of Rte. 13 (Kansas Expressway) to 0.1 mile east of Delaware Avenue in Springfield.					Engineering	5	46	178	0	0	0	0	0
Route:	LP 44	Federal	1,678	State :	420	Local :	0	R/W	0	0	0	0	0	0	0
Project No.	8S3224	Anticipated Federal Funds : NHPP				Award Date : 2024			Construction	0	0	1,874	0	0	0
Length	5.16	Let With : 8S3166 8S3167 8S3171				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2206					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Add ITS equipment and software on Chestnut Expressway from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.					Engineering	5	10	68	0	0	0	0	0
Route:	LP 44	Adv. CN	351	State :	88	Local :	0	R/W	0	0	0	0	0	0	0
Project No.	SU0088	Anticipated Federal Funds : AC-STBG				Award Date : 2023			Construction	0	0	361	0	0	0
Length	2.08	Let With :				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Glenstone Avenue from Evergreen Street to BNSF Railway and on Rte. H from north of Stoneridge Street to McClernon Street in Springfield.					Engineering	42	106	0	0	0	0	0	0
Route:	LP 44	Federal	936	State :	234	Local :	0	R/W	0	0	0	0	0	0	0
Project No.	8P3050B	Anticipated Federal Funds : NHPP				Award Date : 12/2022			Construction	0	1,064	0	0	0	0
Length	3.19	Let With : 8S3112 8S3117 8S3160 8S3175				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP1710					Payback	0	0	0	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 mile east of Republic Road to end of route.					Engineering	84	74	0	0	0	0	0	0
Route:	S OR 60	Federal	0	State :	415	Local :	0	R/W	9	0	0	0	0	0	0
Project No.	8S3175	Anticipated Federal Funds : STATE				Award Date : 12/2022			Construction	0	341	0	0	0	0
Length	0.82	Let With : 8P3050B 8S3112 8S3117 8S3160				Future Cost : 0			FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN1914					Payback	0	0	0	0	0	0	0	0

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								Prog	6/2023	6/2024	6/2025	6/2026	6/2027		
County:	GREENE	Capital improvements from Rte. 65 to Rtes. NN and J.						Engineering	151	300	300	300	440	1,307	
Route:	US 60	Federal	15,802	State :	3,951	Local :	0	Estimated Total: 19,904	R/W	0	0	0	0	612	0
Project No.	8P0683G	Anticipated Federal Funds : NHPP						Construction	0	0	0	0	0	0	16,494
Length	1.43	Let With :						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : GR140318A1							Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Highland Springs Boulevard east of Springfield to west of Rte. 125 in Rogersville.						Engineering	35	221	0	0	0	0	0
Route:	US 60	Federal	1,785	State :	446	Local :	0	Estimated Total: 2,266	R/W	0	0	0	0	0	0
Project No.	8P3122B	Anticipated Federal Funds : NHPP						Construction	0	2,010	0	0	0	0	0
Length	4.94	Let With : 7P3271						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : GR1907-19							Payback	0	0	0	0	0	0
County:	GREENE	Railroad crossing safety improvements at various locations from County Rd. 194 west of Republic to O'Neal St. and at BNSF Railway crossings on Main St., Hampton Ave., Hines St. and Rte. 174 in Republic. \$394,000 CRISI Program and \$395,000 GCSA funds.						Engineering	136	44	0	0	0	0	0
Route:	US 60	Federal	347	State :	343	Local :	0	Estimated Total: 850	R/W	24	0	0	0	0	0
Project No.	8P3197	Anticipated Federal Funds : OTHER						Construction	0	646	0	0	0	0	0
Length	1.82	Let With : 7P3434 7S3435 8P3198 8S3199						FFOS	103	686	0	0	0	0	0
MPO	Y	Tip No. : GR2011							Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from County Road 194 to 0.7 mile west of Illinois Street in Republic.						Engineering	8	23	0	0	0	0	0
Route:	US 60	Federal	190	State :	47	Local :	0	Estimated Total: 245	R/W	0	0	0	0	0	0
Project No.	8P3198	Anticipated Federal Funds : NHPP						Construction	0	214	0	0	0	0	0
Length	0.83	Let With : 7P3434 7S3435 8P3197 8S3199						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : RP2202							Payback	0	0	0	0	0	0
County:	GREENE	Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic.						Engineering	0	50	50	100	223	343	
Route:	US 60	Federal	5,302	State :	1,326	Local :	0	Estimated Total: 6,628	R/W	0	0	0	0	1,098	0
Project No.	SU0078	Anticipated Federal Funds : NHPP						Construction	0	0	0	0	0	0	4,764
Length	1.06	Let With :						FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. :							Payback	0	0	0	0	0	0

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						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior	7/2022	7/2023	7/2024	7/2025	7/2026
						Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Add interchange at Rte. 125 in Rogersville. \$4,008,000 Open Container, \$1,000,000 Rogersville and \$1,000,000 Greene County funds.				Engineering	2,266	1,320	0	0	0
Route:	US 60	Federal	19,498	State :	166	Local :	2,000	Estimated Total: 25,133			
Project No.	8P0683E	Anticipated Federal Funds : SAFETY				Award Date : 12/2022					
Length	0.97	Let With : 7S3488				Future Cost : 0					
MPO	Y	Tip No. : RG0901									
County:	GREENE	Pavement resurfacing on Glenstone Avenue from Battlefield Road to Rte. 60 (James River Freeway) and on Nature Center Way at Reed Avenue in Springfield.				Engineering	29	78	0	0	0
Route:	BU 65	Federal	687	State :	172	Local :	0	Estimated Total: 888			
Project No.	8S3112	Anticipated Federal Funds : NHPP				Award Date : 12/2022					
Length	1.55	Let With : 8P3050B 8S3117 8S3160 8S3175				Future Cost : 0					
MPO	Y	Tip No. : SP1903-19									
County:	GREENE	Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Loop 44 (Chestnut Expressway) to Battlefield Road in Springfield.				Engineering	51	130	0	0	0
Route:	BU 65	Federal	1,154	State :	288	Local :	0	Estimated Total: 1,493			
Project No.	8S3117	Anticipated Federal Funds : NHPP				Award Date : 12/2022					
Length	3.69	Let With : 8P3050B 8S3112 8S3160 8S3175				Future Cost : 0					
MPO	Y	Tip No. : SP1904-19									
County:	GREENE	Modify access, signals, ADA Transition Plan improvements and replace bus stop pads from Valley Water Mill Rd. to Rte. 60 in Springfield. \$677,000 Open Container, \$315,000 Statewide Trans. Alt., \$315,434 STBG-Urban, \$78,859 Springfield and \$67,500 CU Transit funds.				Engineering	1,878	1,251	0	0	0
Route:	BU 65	Federal	5,630	State :	1,261	Local :	147	Estimated Total: 9,137			
Project No.	8S3160	Anticipated Federal Funds : STBG				Award Date : 12/2022					
Length	8.10	Let With : 8P3050B 8S3112 8S3117 8S3175				Future Cost : 0					
MPO	Y	Tip No. : SP2003									
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from east of Bus. 65 (Glenstone Avenue) to east of Belcrest Avenue in Springfield. \$79,000 Statewide Transportation Alternatives funds.				Engineering	6	230	186	0	0
Route:	BU 65	Adv. CN	922	State :	231	Local :	0	Estimated Total: 1,159			
Project No.	8S3171	Anticipated Federal Funds : AC-STBG				Award Date : 2024					
Length	1.66	Let With : 8S3166 8S3167 8S3224				Future Cost : 0					
MPO	Y	Tip No. : EN2007									

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								Prior	7/2022	7/2023	7/2024	7/2025	7/2026			
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027			
County:	GREENE	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to Rte. 60 (James River Freeway) in Springfield.					Engineering	10	967	830	0	0	0			
Route:	BU 65	Adv. CN	3,930	State :	983	Local :	0	Estimated Total:	4,923	R/W	0	4	0	0	0	0
Project No.	SU0003	Anticipated Federal Funds : AC-STBG					Award Date :	2024	Construction	0	0	3,112	0	0	0	0
Length	8.10	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Bridge replacement on Eastgate Avenue over BNSF Railway in Springfield. Project involves bridge W0574.					Engineering	117	159	263	0	0	0	0	0	0
Route:	E OR 65	Federal	2,198	State :	550	Local :	0	Estimated Total:	2,865	R/W	0	206	0	0	0	0
Project No.	8S3158	Anticipated Federal Funds : NHPP					Award Date :	2024	Construction	0	0	2,120	0	0	0	0
Length	0.02	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : SP1910					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Bridge improvements northbound over S. Dry Sac Creek, Republic Road over Rte. 60 in Springfield, Rte. 14 over Rte. 65 in Ozark and Rte. M over McCaferty Branch. Project involves bridges A3361, A4181, A3109 and A3514.					Engineering	2	21	152	0	0	0	0	0	0
Route:	US 65	Federal	1,000	State :	250	Local :	0	Estimated Total:	1,252	R/W	0	0	0	0	0	0
Project No.	8I3246	Anticipated Federal Funds : NHPP					Award Date :	2024	Construction	0	0	1,077	0	0	0	0
Length	0.22	Let With :					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : MO2206					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on northbound lanes from north of I-44 in Springfield to Rtes. KK and A.					Engineering	12	20	115	0	0	0	0	0	0
Route:	US 65	Federal	1,061	State :	265	Local :	0	Estimated Total:	1,338	R/W	0	0	0	0	0	0
Project No.	8P3164	Anticipated Federal Funds : NHPP					Award Date :	2024	Construction	0	0	1,191	0	0	0	0
Length	6.59	Let With : 7P3393					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : GR2003					Payback	0	0	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on various sections at the Rte. D (Sunshine Street) interchange.					Engineering	8	38	0	0	0	0	0	0	0
Route:	US 65	Adv. CN	318	State :	79	Local :	0	Estimated Total:	405	R/W	0	0	0	0	0	0
Project No.	8P3043	Anticipated Federal Funds : AC-NHPP					Award Date :	10/2022	Construction	0	359	0	0	0	0	0
Length	0.52	Let With : 8S3212					Future Cost :	0	FFOS	0	0	0	0	0	0	0
MPO	Y	Tip No. : SP2208					Payback	0	0	0	0	0	0	0	0	0

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							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Concrete repairs at various locations from Rtes. A and KK to 0.9 mile south of Rte. F in Ozark and on Rte. 60 at various locations from County Road 194 near Republic to Rte. 125 in Rogersville.					Engineering	5	107	0	0	0
Route:	US 65	Adv. CN	502	State :	126	Local : 0	R/W	0	0	0	0	0
Project No.	8P3242	Anticipated Federal Funds : AC-STBG					Construction	0	521	0	0	0
Length	48.96	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2212					Payback	0	0	0	0	0
County:	GREENE	Bridge deck sealing over County Road 197 and James River Freeway including Bus. 65 (Glenstone Avenue) and National Avenue over James River Freeway in Springfield and Rte. MM over Rte. 360 in Republic. Project involves bridges A3360, A2072, A4175, A4177 and A5907.					Engineering	0	60	396	0	0
Route:	US 65	Federal	2,533	State :	633	Local : 0	R/W	0	0	0	0	0
Project No.	SU0046	Anticipated Federal Funds : NHPP					Construction	0	0	2,710	0	0
Length	0.29	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Add J-turn at Bluegrass Road (County Road 94). \$840,000 Open Container funds.					Engineering	0	100	303	0	0
Route:	US 65	Federal	1,595	State :	177	Local : 0	R/W	0	0	0	0	0
Project No.	SU0101	Anticipated Federal Funds : SAFETY					Construction	0	0	1,369	0	0
Length	0.19	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. :					Payback	0	0	0	0	0
County:	GREENE	Replace signs at various locations on Rte. 744 (Kearney Street), Loop 44 (Chestnut Expressway), Bus. 65 (Glenstone Avenue), Rte. 13 (Kansas Expressway), Rte. 413 (Sunshine Street) and Rte. 160 (West Bypass) in Greene and Christian Counties.					Engineering	30	58	0	0	0
Route:	MO 744	Adv. CN	334	State :	83	Local : 0	R/W	0	0	0	0	0
Project No.	8I3243	Anticipated Federal Funds : AC-STBG					Construction	0	359	0	0	0
Length	74.59	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2205					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).					Engineering	17	73	0	0	0
Route:	MO 744	Federal	622	State :	156	Local : 0	R/W	0	0	0	0	0
Project No.	8P3050C	Anticipated Federal Funds : NHPP					Construction	0	705	0	0	0
Length	2.64	Let With : 8S3149 8S3162 8S3169 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1708					Payback	0	0	0	0	0

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								Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St and Barataria St, on Rte. D at Oak Grove Ave and Ventura Ave in Springfield and on Rte. 60 at Rte. MM in Republic.					Engineering	50	603	718	0	0	0
Route:	MO 744	Adv. CN	3,890	State :	972	Local :	0	R/W	0	12	0	0	0
Project No.	8P3236	Anticipated Federal Funds : AC-STBG					Construction	0	0	3,529	0	0	0
Length	0.22	Let With :					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2209					Payback	0	0	0	0	0	0
County:	GREENE	Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave and Broadway Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Bus. 65 at Sunset Ave in Springfield, on Rte. FF at Rte. MM in Battlefield and on Rte. CC at Cheyenne Rd in Christian County.					Engineering	10	10	10	416	511	0
Route:	MO 744	Adv. CN	2,842	State :	710	Local :	0	R/W	0	0	0	13	0
Project No.	8P3237	Anticipated Federal Funds : AC-STBG					Construction	0	0	0	0	2,592	0
Length	0.16	Let With :					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2210					Payback	0	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield.					Engineering	579	378	0	0	0	0
Route:	MO 744	Adv. CN	1,757	State :	439	Local :	0	R/W	104	0	0	0	0
Project No.	8S3149	Anticipated Federal Funds : AC-STBG					Construction	0	1,818	0	0	0	0
Length	2.69	Let With : 8P3050C 8S3162 8S3169 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN1901-19					Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from east of Loop 44 (Glenstone Avenue) to Mulroy Road and on Mulroy Road from Rte. OO to I-44.					Engineering	29	156	0	0	0	0
Route:	MO 744	Federal	1,294	State :	323	Local :	0	R/W	0	0	0	0	0
Project No.	8S3162	Anticipated Federal Funds : NHPP					Construction	0	1,461	0	0	0	0
Length	4.66	Let With : 8P3050C 8S3149 8S3169 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2004					Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.					Engineering	23	81	0	0	0	0
Route:	MO 744	Adv. CN	708	State :	177	Local :	0	R/W	0	0	0	0	0
Project No.	8S3169	Anticipated Federal Funds : AC-STBG					Construction	0	804	0	0	0	0
Length	3.73	Let With : 8P3050C 8S3149 8S3162 8S3172 8S3190 SR0127					FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2006					Payback	0	0	0	0	0	0

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							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road.					Engineering	391	360	0	0	0
Route:	MO 744	Adv. CN	1,460	State :	365	Local : 0	R/W	50	0	0	0	0
Project No.	8S3172	Anticipated Federal Funds : AC-STBG					Construction	0	1,465	0	0	0
Length	2.44	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3190 SR0127					FFOS	0	0	0	0	0
MPO	Y	Tip No. : EN2005					Payback	0	0	0	0	0
County:	GREENE	Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.					Engineering	0	710	0	0	0
Route:	MO 744	Federal	1,818	State :	454	Local : 0	R/W	0	2	0	0	0
Project No.	SU0085	Anticipated Federal Funds : NHPP					Construction	0	1,560	0	0	0
Length	9.04	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1802-18					Payback	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.					Engineering	486	388	0	0	0
Route:	MO 744	Adv. CN	1,545	State :	386	Local : 0	R/W	107	0	0	0	0
Project No.	8S3190	Anticipated Federal Funds : AC-STBG					Construction	0	1,543	0	0	0
Length	1.94	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3172 SR0127					FFOS	0	0	0	0	0
MPO	Y	Tip No. : EN2006					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Moulder Avenue to Ruskin Avenue in Springfield. \$416,098 Springfield funds.					Engineering	8	222	0	0	0
Route:	CST BATTLEFIELD RD	Federal	344	State :	0	Local : 416	R/W	0	0	0	0	0
Project No.	8S3212	Anticipated Federal Funds : NHPP					Construction	0	538	0	0	0
Length	0.70	Let With : 8P3043					FFOS	0	416	0	0	0
MPO	Y	Tip No. : SP2209					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. 65 to Rte. 125 north of Strafford.					Engineering	2	6	25	0	0
Route:	RT C	Adv. CN	218	State :	54	Local : 0	R/W	0	0	0	0	0
Project No.	8S3226	Anticipated Federal Funds : AC-STBG					Construction	0	0	241	0	0
Length	3.67	Let With : 8S3227 8S3228					FFOS	0	0	0	0	0
MPO	Y	Tip No. : GR2202					Payback	0	0	0	0	0

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							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Pavement resurfacing, upgrade pedestrian facilities to comply with the ADA Transition Plan and bridge rehabilitation over Rte. 65 from Ingram Mill Avenue to Eastgate Avenue in Springfield. Project involves bridge A1652.					Engineering	4	45	0	0	0
Route:	CST CHERRY ST	Federal	210	State :	53	Local : 0	R/W	2	0	0	0	0
Project No.	8S3221	Anticipated Federal Funds : NHPP					Construction	0	218	0	0	0
Length	0.17	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP2210					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.					Engineering	50	20	114	0	0
Route:	RT D	Adv. CN	1,062	State :	266	Local : 0	R/W	0	0	0	0	0
Project No.	8S0745	Anticipated Federal Funds : AC-STBG					Construction	0	0	1,194	0	0
Length	2.62	Let With : 8S3211 8S3215					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1906-19					Payback	0	0	0	0	0
County:	GREENE	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.					Engineering	58	335	617	0	0
Route:	RT D	Federal	3,024	State :	756	Local : 0	R/W	0	150	0	0	0
Project No.	8S3133	Anticipated Federal Funds : NHPP					Construction	0	0	2,678	0	0
Length	4.53	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1802-18					Payback	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. \$252,000 Transportation Alternatives					Engineering	258	92	202	0	0
Route:	RT D	Adv. CN	1,063	State :	266	Local : 0	R/W	0	53	0	0	0
Project No.	8S3153	Anticipated Federal Funds : AC-STBG					Construction	0	0	982	0	0
Length	2.56	Let With :					FFOS	0	0	0	0	0
MPO	Y	Tip No. : SP1413-19					Payback	0	0	0	0	0
County:	GREENE	Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.					Engineering	22	2	120	0	0
Route:	RT D	Adv. CN	1,090	State :	273	Local : 0	R/W	0	0	0	0	0
Project No.	8S3215	Anticipated Federal Funds : AC-STBG					Construction	0	0	1,241	0	0
Length	5.47	Let With : 8S0745 8S3211					FFOS	0	0	0	0	0
MPO	Y	Tip No. : GR2203					Payback	0	0	0	0	0

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2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	GREENE	Pavement resurfacing from Rte. 125 in Strafford to the Webster County line.						Engineering	2	6	20	0	0	0
Route:	RT DD	Adv. CN	169	State :	42	Local :	0	Estimated Total: 213	R/W	0	0	0	0	0
Project No.	8S3228	Anticipated Federal Funds : AC-STBG						Construction	0	0	185	0	0	0
Length	2.75	Let With : 8S3226 8S3227						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2204						Payback	0	0	0	0	0	0
County:	GREENE	Bridge improvement over I-44 in Springfield. Project involves bridge A0713.						Engineering	0	30	33	124	0	0
Route:	RT EE	Federal	883	State :	221	Local :	0	Estimated Total: 1,104	R/W	0	0	0	0	0
Project No.	SU0066	Anticipated Federal Funds : NHPP						Construction	0	0	0	917	0	0
Length	0.05	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Weaver Road in Battlefield to end of route at Haseltine Road.						Engineering	0	2	2	4	38	0
Route:	RT FF	Adv. CN	355	State :	89	Local :	0	Estimated Total: 444	R/W	0	0	0	0	0
Project No.	SU0018	Anticipated Federal Funds : AC-STBG						Construction	0	0	0	0	398	0
Length	3.06	Let With :						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.						Engineering	8	3	45	0	0	0
Route:	RT J	Adv. CN	403	State :	101	Local :	0	Estimated Total: 512	R/W	0	0	0	0	0
Project No.	8S3211	Anticipated Federal Funds : AC-STBG						Construction	0	0	456	0	0	0
Length	5.50	Let With : 8S0745 8S3215						FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2205						Payback	0	0	0	0	0	0
County:	GREENE	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic. Design, right-of-way and inspection by Republic. \$6,000,000 Cost Share, \$2,296,000 STBG-Urban and \$581,247 Republic funds.						Engineering	326	82	338	0	0	0
Route:	RT MM	Adv. CN	6,932	State :	1,152	Local :	581	Estimated Total: 8,991	R/W	0	691	0	0	0
Project No.	8S0836B	Anticipated Federal Funds : AC-STBG						Construction	0	0	7,554	0	0	0
Length	1.51	Let With : 8S3239						FFOS	286	286	3,157	0	0	0
MPO	Y	Tip No. : RP1704						Payback	0	0	0	0	0	0
Contingent upon the execution of an agreement														

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2023 - 2027 Highway and Bridge Construction Schedule										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior	7/2022	7/2023	7/2024	7/2025	7/2026
										Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	GREENE	Relocate Brookline Avenue, add railroad grade separation and sidewalks from County Road 160 to Rte. 60 in Republic. \$564,000 Open Container and \$374,000 Statewide Transportation Alternatives funds.						Engineering	600	1,000	1,173	1,879	0	0	
Route:	RT MM	Adv. CN	26,531	State :	6,633	Local :	0	Estimated Total: 33,764	R/W	0	0	2,945	0	0	0
Project No.	8S0836D	Anticipated Federal Funds : AC-STBG						Award Date : 2025	Construction	0	0	0	26,167	0	0
Length	0.15	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. :						Payback	0	0	0	0	0	0	0
County:	GREENE	Add signals at ramps and reconfigure lanes at I-44.						Engineering	50	30	88	0	0	0	0
Route:	RT MM	Adv. CN	962	State :	241	Local :	0	Estimated Total: 1,253	R/W	0	674	0	0	0	0
Project No.	8S3239	Anticipated Federal Funds : AC-STBG						Award Date : 2024	Construction	0	0	411	0	0	0
Length	0.12	Let With : 8S0836B						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : RP2201						Payback	0	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Rte. 60 to County Road 194 in Republic.						Engineering	8	19	0	0	0	0	0
Route:	RT P	Adv. CN	152	State :	38	Local :	0	Estimated Total: 198	R/W	0	0	0	0	0	0
Project No.	8S3199	Anticipated Federal Funds : AC-STBG						Award Date : 12/2022	Construction	0	171	0	0	0	0
Length	1.15	Let With : 7P3434 7S3435 8P3197 8P3198						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : RP2203						Payback	0	0	0	0	0	0	0
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 60 to Grace Street and on Rte. 174 from Lindsey Avenue to Walnut Avenue in Republic.						Engineering	53	73	0	0	0	0	0
Route:	RT P	Adv. CN	238	State :	59	Local :	0	Estimated Total: 352	R/W	2	0	0	0	0	0
Project No.	8S3200	Anticipated Federal Funds : AC-STBG						Award Date : 4/2023	Construction	0	224	0	0	0	0
Length	1.45	Let With : 7P3527						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : EN2202						Payback	0	0	0	0	0	0	0
County:	GREENE	Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 mile east of Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge A4184.						Engineering	4	114	188	0	0	0	0
Route:	CST REPUBLIC ST	Federal	1,364	State :	341	Local :	0	Estimated Total: 1,709	R/W	0	2	0	0	0	0
Project No.	8S3240	Anticipated Federal Funds : NHPP						Award Date : 2024	Construction	0	0	1,401	0	0	0
Length	0.08	Let With :						Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : SP2211						Payback	0	0	0	0	0	0	0

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2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	GREENE	Pavement resurfacing and add shoulders from Rte. 13 to Rte. H.					Engineering	2	20	40	0	0	0	
Route:	RT WW	Adv. CN	449	State :	112	Local :	0	Estimated Total: 563	R/W	0	0	0	0	0
Project No.	8S3227	Anticipated Federal Funds : AC-STBG					Award Date : 2024	Construction	0	0	501	0	0	0
Length	3.50	Let With : 8S3226 8S3228					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : GR2207					Payback	0	0	0	0	0	0	0
County:	GREENE	Add bicycle and pedestrian trail from Rte. M to County Road 182 in Republic. \$1,246,730 Coronavirus Response and Relief Supplemental Appropriations Act, \$169,400 STBG Large Urban and \$42,350 Ozark Greenways funds.					Engineering	0	414	0	0	0	0	0
Route:	RT ZZ	Adv. CN	1,498	State :	332	Local :	42	Estimated Total: 1,872	R/W	0	0	0	0	0
Project No.	SU0054	Anticipated Federal Funds : AC-STBG					Award Date : 1/2023	Construction	0	1,458	0	0	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	1,458	0	0	0	0
MPO	Y	Tip No. : Contingent upon the execution of an agreement					Payback	0	0	0	0	0	0	0
County:	GREENE	Add roundabout on Wilson's Creek Boulevard at County Road 182. \$870,000 Federal Lands Access Program and \$100,000 National Parks Service funds.					Engineering	172	194	0	0	0	0	0
Route:	RT ZZ	Adv. CN	1,236	State :	309	Local :	0	Estimated Total: 1,717	R/W	0	0	0	0	0
Project No.	8S3194	Anticipated Federal Funds : AC-OTHER					Award Date : 1/2023	Construction	0	1,351	0	0	0	0
Length	0.34	Let With :					Future Cost : 0	FFOS	0	970	0	0	0	0
MPO	Y	Tip No. : GR2010					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.					Engineering	0	0	0	0	0	0	0
Route:	VARIOUS	Federal	0	State :	1,460	Local :	0	Estimated Total: 4,921	R/W	7	0	0	0	0
Project No.	5B0800X	Anticipated Federal Funds : STATE					Award Date : 2033	Construction	0	0	0	0	0	0
Length	0.00	Let With :					Future Cost : 1,001 - 2,000	FFOS	7	0	0	0	0	0
MPO	Y	Tip No. : MO1105					Payback	3,454	292	292	292	292	292	292
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering	0	0	0	0	0	0	0
Route:	VARIOUS	Federal	198	State :	22	Local :	0	Estimated Total: 220	R/W	0	0	0	0	0
Project No.	8I3214	Anticipated Federal Funds : SAFETY					Award Date : /2023	Construction	0	220	0	0	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2302					Payback	0	0	0	0	0	0	0

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							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2022	7/2023	7/2024	7/2025	7/2026
							Prog	6/2023	6/2024	6/2025	6/2026	6/2027
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering	0	0	0	0	0
Route:	VARIOUS	Federal	198	State :	22	Local : 0	R/W	0	0	0	0	0
Project No.	8I3230	Anticipated Federal Funds : SAFETY Award Date : 2024					Construction	0	0	220	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2404					Payback	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.					Engineering	6	237	0	0	0
Route:	VARIOUS	Adv. CN	1,146	State :	286	Local : 0	R/W	0	0	0	0	0
Project No.	8P3213	Anticipated Federal Funds : AC-STBG Award Date : 9/2022					Construction	0	1,195	0	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2207					Payback	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.					Engineering	0	0	50	0	0
Route:	VARIOUS	Adv. CN	208	State :	52	Local : 0	R/W	0	0	0	0	0
Project No.	8P3234	Anticipated Federal Funds : AC-STBG Award Date : 2024					Construction	0	0	210	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2213					Payback	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering	0	0	0	0	0
Route:	VARIOUS	Adv. CN	612	State :	153	Local : 0	R/W	0	0	0	0	0
Project No.	8Q3208	Anticipated Federal Funds : AC-STBG Award Date : /2023					Construction	0	765	0	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2301					Payback	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering	0	0	0	0	0
Route:	VARIOUS	Adv. CN	612	State :	153	Local : 0	R/W	0	0	0	0	0
Project No.	8Q3231	Anticipated Federal Funds : AC-STBG Award Date : 2024					Construction	0	0	765	0	0
Length	0.00	Let With : Future Cost : 0					FFOS	0	0	0	0	0
MPO	Y	Tip No. : MO2402					Payback	0	0	0	0	0

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2023 - 2027 Highway and Bridge Construction Schedule								STATE FISCAL YEAR PROJECT BUDGETING						
								Prior	7/2022	7/2023	7/2024	7/2025	7/2026	
								Prog	6/2023	6/2024	6/2025	6/2026	6/2027	
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering	0	0	0	15	0	0	
Route:	VARIOUS	Federal	212	State :	23	Local :	0	Estimated Total: 235	R/W	0	0	0	0	0
Project No.	SU0068	Anticipated Federal Funds : SAFETY					Award Date : 2025	Construction	0	0	0	220	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2404					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering	0	0	0	54	0	0	
Route:	VARIOUS	Adv. CN	655	State :	164	Local :	0	Estimated Total: 819	R/W	0	0	0	0	0
Project No.	SU0070	Anticipated Federal Funds : AC-STBG					Award Date : 2025	Construction	0	0	0	765	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2402					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.					Engineering	0	4	4	88	0	0	
Route:	VARIOUS	Adv. CN	1,116	State :	279	Local :	0	Estimated Total: 1,395	R/W	0	0	0	0	0
Project No.	SU0072	Anticipated Federal Funds : AC-STBG					Award Date : 2025	Construction	0	0	0	1,299	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2207					Payback	0	0	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for concrete repairs in the urban Southwest District.					Engineering	0	15	57	0	0	0	
Route:	VARIOUS	Adv. CN	562	State :	140	Local :	0	Estimated Total: 702	R/W	0	0	0	0	0
Project No.	SU0118	Anticipated Federal Funds : AC-STBG					Award Date : 2024	Construction	0	0	630	0	0	0
Length	0.00	Let With :					Future Cost : 0	FFOS	0	0	0	0	0	0
MPO	Y	Tip No. : MO2207					Payback	0	0	0	0	0	0	0

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STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2022 6/2023	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027
FFOS:	759	9,788	3,157	0	0	0
Total RW:	2,986	2,724	3,302	6,609	1,712	0
Total Construction:	0	96,422	54,652	75,528	28,189	34,838
Paybacks:	3,454	292	292	292	292	292
Sub-Total:	6,440	99,438	58,246	82,429	30,193	35,130
Total Engineering:	13,295	20,685	11,297	9,525	5,308	3,215
Grand Total:	19,735	120,123	69,543	91,954	35,501	38,345

TMA : Y

Project Count : 99

	2023	2024	2025	2026	2027
State:	19,142	12,702	14,183	7,332	7,902
AC State:	20,529	34,104	28,510	6,030	5,045
Local:	3,365	581	0	0	0
Sub total:	43,036	47,387	42,693	13,362	12,947

Federal

Sub-total Federal:	77,087	22,156	49,261	22,139	25,398
Grand Total:	120,123	69,543	91,954	35,501	38,345

2023 - 2027 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2022 6/2023	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027
FFOS:	1,154	14,409	7,851	15,567	0	0
Total RW:	3,299	5,073	6,504	9,069	8,441	0
Total Construction:	1,695	206,231	204,802	217,330	86,358	107,436
Paybacks:	69,900	8,060	8,060	8,060	8,060	8,060
Sub-Total:	74,894	219,364	219,366	234,459	102,859	115,496
Total Engineering:	25,630	58,585	42,844	27,601	14,968	10,651
Grand Total:	100,524	277,949	262,210	262,060	117,827	126,147

Project Count : 308

	2023	2024	2025	2026	2027
State:	55,130	53,816	47,367	27,630	32,450
AC State:	70,886	112,379	81,184	30,461	27,741
Local:	4,209	2,575	2,510	0	0
Sub total:	130,225	168,770	131,061	58,091	60,191

Federal

Sub-total Federal:	147,724	93,440	130,999	59,736	65,956
Grand Total:	277,949	262,210	262,060	117,827	126,147

TAB 4

BOARD OF DIRECTORS AGENDA 7/21/2022; ITEM II.C.

Draft FY 2023-2026 Transportation Improvement Program

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

The FY 2023-2026 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/uploads/documents/DraftFY2023-2026TIP07142022.pdf>.

The OTO also has a new online portal for viewing TIP projects - <https://oto.ecointeractive.com/>. The specific projects found in this draft can be viewed here - <https://oto.ecointeractive.com/revisions/?includeControls=true&planCycleId=424&planRevisionId=21892&page=1&pageSize=100>

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The document will be available for review online at www.GiveUsYourInput.org

The draft TIP was made available for public comment beginning on June 19, 2022. Any comments will be provided to the Board of Directors for consideration. The draft document has been reviewed by USDOT and MoDOT and there were no comments.

TIP SUBCOMMITTEE ACTION TAKEN:

At its meeting on June 7, 2022, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2023-2026 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 15, 2022, the Technical Planning Committee recommended the Board of Directors approve the FY 2023-2026 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the FY 2023-2026 Transportation Improvement Program."

OR

"Move to approve the document with these changes..."

TAB 5

BOARD OF DIRECTORS 7/21/2022; ITEM II.D.

2024-2028 Draft STIP Project Prioritization Criteria

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

The STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff would like for the committee to review the criteria and recommend any changes.

Included for review is the Draft Prioritization Glossary which will define the criteria to be used for the next round of prioritization. The 2024-2028 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

Several updates were made to the criteria in prior years and staff is not recommending any specific changes this year. The committee is encouraged to make any recommendations for changes at this time to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

Following the Board approval of the Prioritization Criteria, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- June through July 2022 – OTO staff **Score Projects**
- August through Sept 2022 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- October through December 2022 – OTO Approval of **STIP Priorities**
- January through March 2023 – MoDOT updates on proposed project programming
- March through May 2023 – OTO **TIP Programming** of STIP Projects
- May 2023 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2023 – OTO Board requested to **Endorse the STIP**
- July 2023 – FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 15, 2022, the Technical Planning Committee recommended the Board of Directors approve the STIP Project Prioritization Criteria.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the STIP Project Prioritization Criteria as presented.”

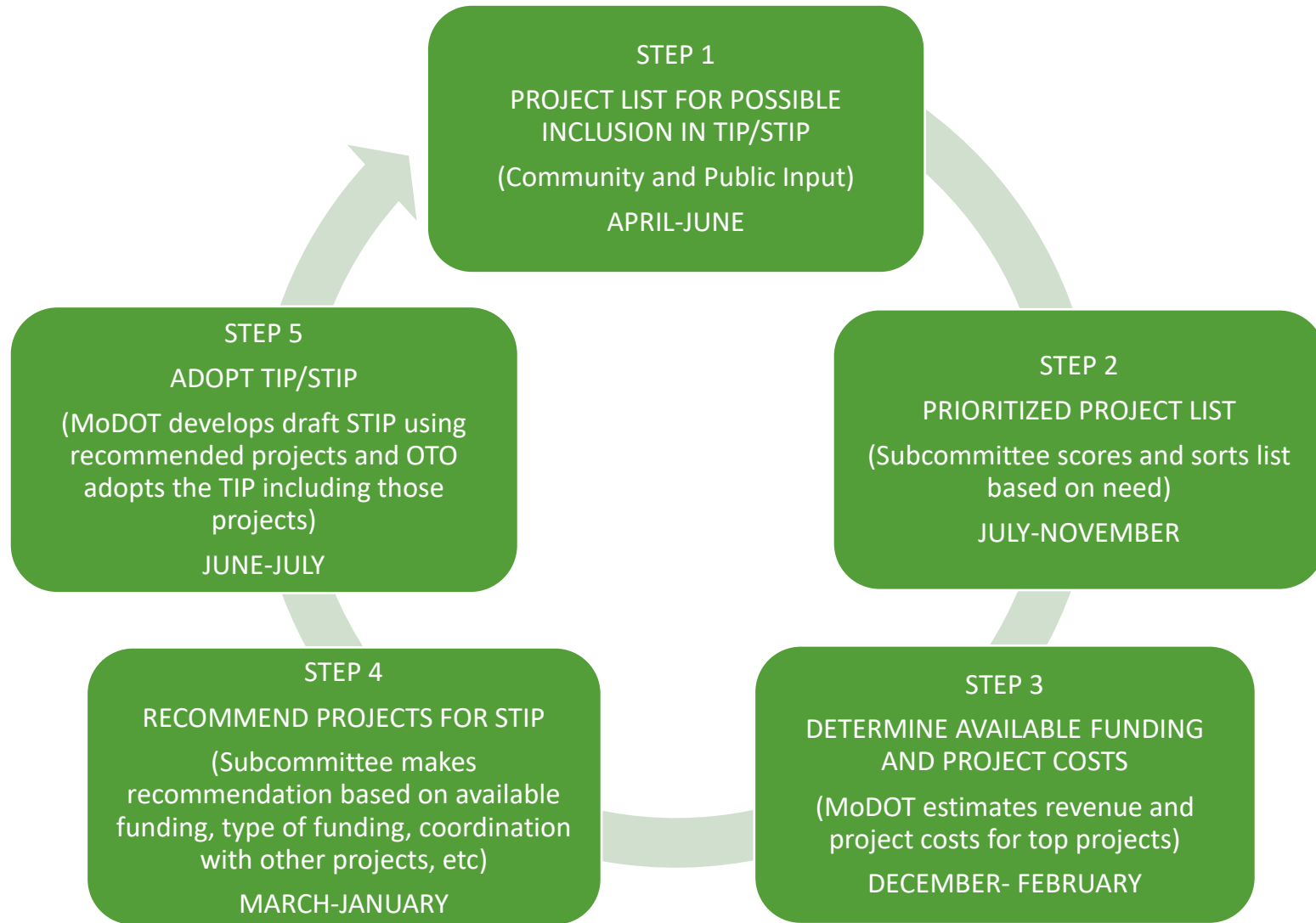
OR

“Move to approve the STIP Project Prioritization Criteria with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

STIP PROJECT DEVELOPMENT PROCESS



NOTE: ALL PROJECTS MUST BE IN THE APPROVED FINANCIALLY CONSTRAINED LIST OF DESTINATION 2045

FY 2024-2028 STIP Project Prioritization Glossary

1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.

Corridors are scored based upon AADT. This data is obtained annually from MoDOT. The most recent data is used.

Over 40,000 = 6 Points

30,000 to 40,000 = 5 Points

20,000 to 30,000 = 4 Points

10,000 to 20,000 = 3 Points

0 to 10,000 = 2 Points

2. Safety

Safety Scores for Project Segments and Intersections (20 points possible)

The MoDOT Average 5-Year Accident Rate, 5-Year Fatality Average, and 5-Year Injury Average for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 5-year period from 2016 to 2020 were provided by the MoDOT Central Office in GIS Segment & Intersection files. The accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

Crashes*100,000,000

5 [yrs]* 365[days]* [AADT] * [Length]

The accident rate for State System Intersections are calculated by MoDOT according to the following formula:

Crashes*1,000,000

5 [yrs]* 365[days]* [ENTERING_VOLUME]

An average for accident rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The fatality and injury averages by roadway or approach leg values were classed in to four quartiles based on percentile rank accordingly for these metrics:

<u>Actual Rate by Type</u>			<u>5-Year Fatality Avg.</u>			<u>5-Year Injury Avg.</u>	
= > 1.5	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4
> 1.5 and => 1	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3
> 1 and => 0.5	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2
> .5 – 0	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1

The reclassified rank values for 5-Year accident rates, average fatality crashes, and disabling or suspected serious Injury crashes were then added together creating a range of safety scores from 3 to 12. The safety scores are then rescaled from 1 – 10 corresponding to the original scale of 3 – 12. A multiplier of 2 was applied to the rescaled value of 1 – 10 to award safety points as depicted below:

<i>Safety Score Value →</i>	<i>Rescaled Safety Score →</i>	<i>Safety Score Multiplier →</i>	<i>Safety Points Awarded</i>
3	1	x 2	2
4	2	X2	4
5	3	X2	6
6	4	X2	8
7	5	X2	10
8	6	X2	12
9	7	X2	14
10	8	X2	16
11	9	X2	18
12	10	X2	20

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it received five points.

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2019 or 2020 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2045 includes projects committed through 2020. The projected volume to capacity ratio for the 2045 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 5 Points.

Future volume-to-capacity ratios were calculated for opposing directions. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

Environmental Justice Tracts

In order to adequately consider historically disadvantaged groups. Each of these categories has been mapped by Census Tract percentages from the 2015 – 2019 American Community Survey 5-Year Estimates. If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered high percentage tract. If a proposed project intersects or is adjacent to one or both identified tracts it will be given points as follows:

Intersecting or adjacent to tract considered to have a high percentage of minorities = 2 points

Intersecting or adjacent to tract considered to have a high percentage of low income = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Freight Corridor Statewide Freight Plan

Project is on a corridor that is identified as a Tier I or Tier II facility in the State Freight Plan

Tier 1 = 2 Points

Tier 2 = 1 Point

9. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

10. Travel Time

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data are collected for all weekdays during April. The collection period for the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. Travel times are converted to miles per hour and subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined to be fair, poor, or very poor by MoDOT. Using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

TAB 6

BOARD OF DIRECTORS AGENDA 7/21/2022; ITEM II.E.

Planning Process and Financial Capacity Certifications

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Planning Process

Metropolitan Planning Organizations must certify annually to FHWA and FTA their compliance with federal, state, environmental, and civil rights regulations and that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area. Requirements for compliance include:

- Title VI of the Civil Rights Act of 1964;
- Prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises;
- An equal employment opportunity program;
- The Americans with Disabilities Act;
- The Older Americans Act;
- The prohibition of discrimination based on gender; and
- The prohibition of discrimination against individuals with disabilities.

Financial Capacity

This certifies that applicants for FTA Section 5307, 5309, and 5339 funding have the financial capacity to undertake their programmed projects. In this case, City Utilities is the only recipient of this funding.

Attached are the Certification documents to be signed by the Ozarks Transportation Organization and the Missouri Department of Transportation. These are included with the annual update to the Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make the following motion:

“Move to certify the Ozarks Transportation Organization’s compliance with the metropolitan transportation planning process and to certify the financial capacity of City Utilities.”

TAB 7

BOARD OF DIRECTORS AGENDA 7/21/2022; ITEM II.F.

Safe Streets and Roads for All

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

<https://www.transportation.gov/grants/SS4A>

Eligible Applicants:

- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

Eligible Activities:

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

There are two types of SS4A grants: Action Plan Grants and Implementation Grants.

OTO is proposing applying to develop a comprehensive safety action plan for the region, so that members can apply for implementation grants based on the plan in future funding rounds. If successful, OTO would need financial participation from OTO members to fund the 20% match.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 15, 2022, the Technical Planning Committee discussed OTO's development of an application for a regional Safety Plan.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make the following motion:

"Move to authorize the OTO to apply for a SS4A Action Plan Grant and certify OTO will provide matching funds."

TAB 8

BOARD OF DIRECTORS AGENDA 07/21/2022; ITEM I.C.

Public Comment

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Under Tab 8 of the agenda packet, for Board member review, are Public Comments for the time frame between May 19, 2022 and July 13, 2022. Any additional public comment received by July 20, 2022 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Transportation between Willard and Springfield

City/County of concern: Willard/Springfield/Greene County

Date received: 05/18/2022

Received through: Email

Contact Name: Kristiann Hudson **Contact Email/Ph #:** kristiann.m.hudson@dss.mo.gov

Email

Hi, I am on the founding board of a local non-profit called Generations Village. We have received funding from MHDC to build a community that will partner seniors, foster families, and youth aging out of foster care. We plan to break ground this fall at our site on the south side of Willard. The property sits just off of 160, across from the Willard Police Department. An issue that has come up as one we will need to address is transportation into Springfield from Willard since the bus line does not currently run that far north. We will have foster youth living in the community who will likely be working or attending college in Springfield. Is there someone I could talk with about what our options might be? We were curious if a shuttle that might run at least a morning and an afternoon route each way so that residents could get into town to access the bus line?

Thank you for your time and consideration,

Kristiann Hudson, MSW
Supervisor
SW Region Resource Unit
(417) 895-7828
Kristiann.M.Hudson@dss.mo.gov

OTO Response: Thank you for your inquiry. This information will be shared with City Utilities. Currently, public transportation does not provide service outside the city limits of Springfield. Also, we do not provide transportation as we are a planning organization. You may check with OATS or a private provider like Fisk Transportation. We wish you the best.



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail US 65 Crossing Study

City/County of concern: Ozark/Christian County

Date received: 06/05/2022

Received through: Email

Contact Name: Richard Stovall

Contact Email/Ph #: richardstovall42@gmail.com

Email – Received after public comment period closed

My preference is the tunnel option. Thanks

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, and our Board of Directors.



PUBLIC COMMENT



Area of concern: Sunshine – pedestrian infrastructure

City/County of concern: Springfield/Greene County

Date received: 06/07/2022

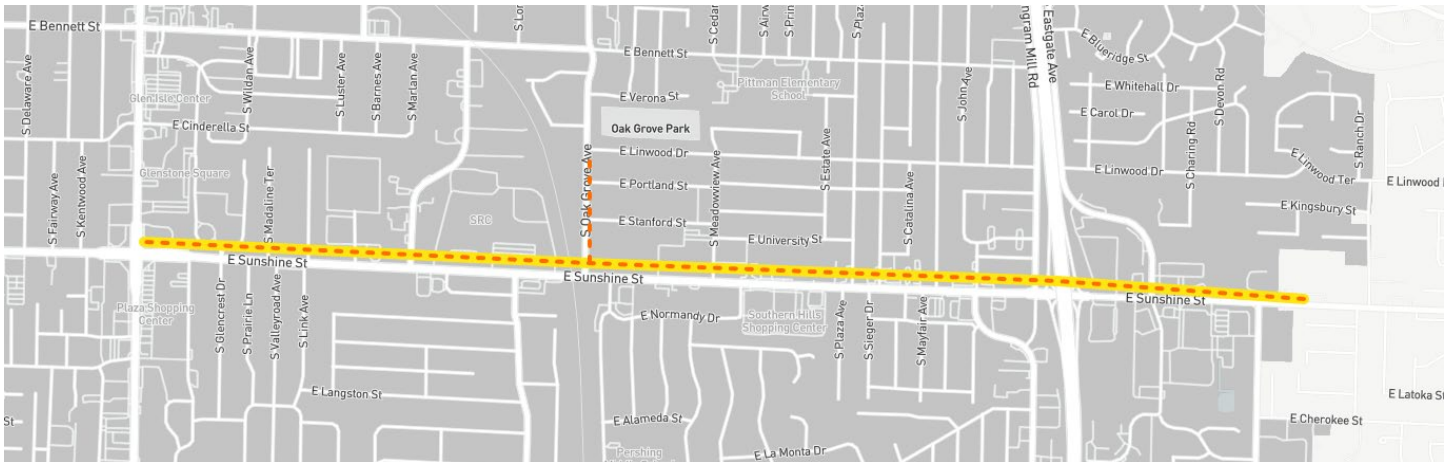
Received through: Map-A-Concern (OTO website)

Contact Name: none given

Contact Email/Ph #:

Comment: N side of Sunshine lacks any pedestrian infrastructure. This disconnects residents in the Oak Grove Neighborhood from access services along sunshine street.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Oak Grove Avenue between Sunshine & Linwood Dr

City/County of concern: Springfield/Greene County

Date received: 06/07/2022

Received through: Map-A-Concern (OTO website)

Contact Name: none given

Contact Email/Ph #:

Comment: Finish the sidewalk connection along S Oak Grove between E Linwood and W Sunshine. This would tie in existing infrastructure along Bennett and Oak Grove to Sunshine street and allow residents of the Oak Grove Neighborhood better access to the resources along Sunshine street.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Fort Avenue between Grand & Sunshine

City/County of concern: Springfield/Greene County

Date received: 06/07/2022

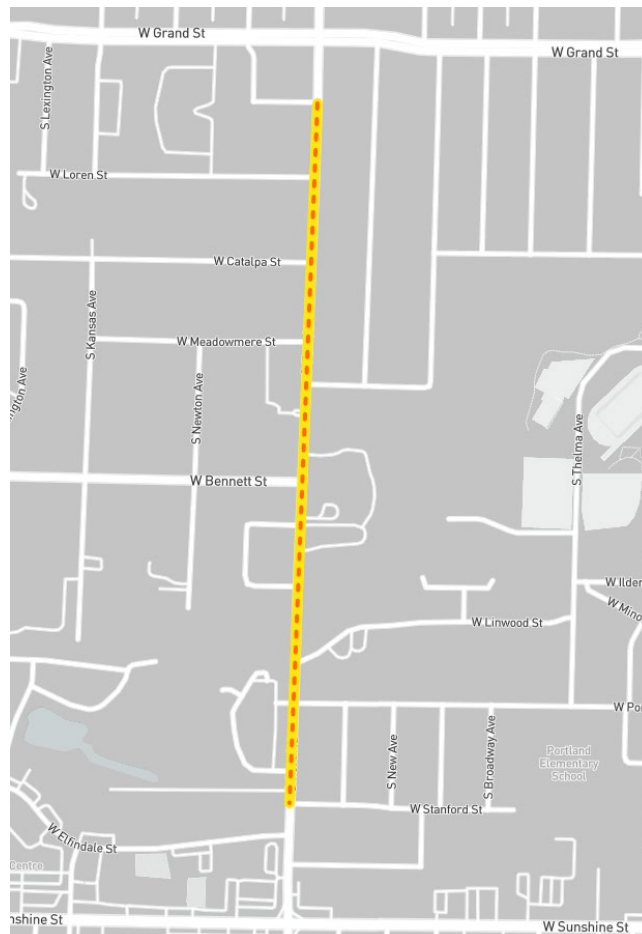
Received through: Map-A-Concern (OTO website)

Contact Name: none given

Contact Email/Ph #:

Comment: S Fort Ave between W Grand and W Sunshine is seeing an increasing traffic load. The road lacks curbs, gutters, and stormwater infrastructure. Minor flooding during rain events from water ponding in ROW. Addition of curb and gutters to improve street, handle stormwater runoff, and increase protection for pedestrian usage.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Trail connecting Springfield and Nixa

City/County of concern: Springfield/Greene County & Nixa/Christian County

Date received: 1/07/2022

Received through: Map-A-Concern (OTO website)

Contact Name: Evan M

Contact Email/Ph #:

NEW comment made in response to previous comment:

This would be a larger scale project but could be an opportunity for the City of Nixa and City of Springfield to work together to build a multi-use trail to connect the two communities. With increased safety in street crossings to tie into all the commercial resources along S Campbell

ORIGINAL Comment: There is currently no safe/practical route to ride a bicycle from Nixa to Springfield. While it can be done by an experienced strong cyclist taking side/rural roads, it is indirect. It is absolutely unsafe to ride on Hwy 160, which would be the most direct route. Protected bike lanes that would not collect road debris should be a priority as Nixa continues to grow and has a need to facilitate safe travel between Nixa and SGF.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Chestnut Expressway & Cedarbrook Light Timing

City/County of concern: Springfield/Greene County

Date received: 06/09/2022

Received through: Phone Call

Contact Name: Sandi

Contact Email/Ph #: 209-648-8712

Comment: Caller stated they called the City of Springfield who told them to call MoDOT who told them to call OTO. Caller has a gas station at the corner of Chestnut Expressway and Cedarbrook. Customers have complained of how slow the left turn light timing is traveling WB on Chestnut to turn left onto Cedarbrook. Caller asked how long it would take to change the timing.

Map



OTO Response: Told caller I would speak with OTO staff and find out the process of requesting a timing change.



PUBLIC COMMENT



Area of concern: Public Transportation

City/County of concern: Springfield/Greene County

Date received: 06/15/2022

Received through: Email

Contact Name: Cathy Primm

Contact Email/Ph #: cathykprimm@gmail.com

Email

I am lucky enough to have a vehicle. However, we recently downsized to one vehicle and I find the bus system here is not all that user friendly. We need better public transport - more regular busses and more bus lines - and preferably, electric busses (which would improve our air quality and identify Springfield as a forward looking community). There is a movement in Springfield to make the busses free. I think this is an excellent idea - many of those who must ride the bus daily to work or elsewhere are people who have limited incomes. Free bus fares would help this essential part (many work in the service industry and/or factories) of our economy immensely.

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with City Utilities, our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Unknown

City/County of concern: Unknown

Date received: 06/17/2022

Received through: Map-A-Concern (OTO website)

Contact Name: Timothy J Snyder

Contact Email/Ph #:

Comment: Stop construction on this road now. Your causing havoc in my life. The noise keeps me from getting sleep during the day after working at night. If it continues a law suit will ne filed

Map

No map to provide. Data indicated the commentor plotted a line-string on our interactive map. Could not locate line-string. Possibly deleted by commentor.

OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Passenger rail service from Springfield to KC/St. Louis

City/County of concern: OTO MPO Area

Date received: 06/23/2022

Received through: email

Contact Name: Diane Wood

Contact Email/Ph #: dawzach@yahoo.com

Email

When, when, when are we getting passenger rail service for SW Missouri? When will I be able to get on a train in Springfield and travel by rail to Kansas City, or St. Louis, or Joplin,? I am 70 and I have been asking about this for years....

When? Why is this such a problem? I would think that someone, somewhere in MODOT or some other MO government office would recognize that this is a real need for our state. Especially in view of climate change. Yes, we need to maintain the roads, but we need PASSENGER RAIL SERVICE FOR THE WHOLE STATE, not just the Kansas City-St. Louis corridor.

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors. Included below is a link to a MoDOT report on a proposed operation of passenger train service between St. Louis and Southwest Missouri.

MoDOT Report: MoDOT Report: <https://www.modot.org/sites/default/files/documents/multimodal/missouridot-springfieldtostlouisservicereport051607webedition.pdf>



PUBLIC COMMENT



Area of concern: Glenstone & Republic Road Roundabout

City/County of concern: Springfield/Greene County

Date received: 06/30/2022

Received by: Phone

Contact Name: Jackie Barger

Contact Email/Ph #: dayna.aust@att.net

Caller Comment

Mr. Barger stated heading eastbound on Republic Road, signage is not clear on how to get to east 60/JRF, which gets to 65/Ozark. He also said he appreciated all that we do. Ms. Longpine spoke with Mr. Barger letting him know that he can now turn left at Harvard or go completely around the roundabout. He appreciated the advice, and thought that the signage should be more obvious, since intuition says to go through the Harvard intersection and up to the bridge at Glenstone over 60, which requires turning around somewhere north of there to head back south on to the on-ramp.



PUBLIC COMMENT



Area of concern: I-44 Pavement Resurfacing

City/County of concern: Springfield/Greene County

Date received: 07/09/2022

Received through: Facebook

Contact Name: Mark Riddle

Contact Email/Ph #: not available

OTO's Original Posting

I-44 PAVEMENT IMPROVEMENT & MISSOURI ROUTE 744/MULROY ROAD BRIDGE REHABILITATION PROJECT BEGINS WEEK OF JULY 11

ROAD WORK AHEAD

MoDOT Southwest Missouri
2d · 🌐

Drivers can expect lane and ramp closings, traffic shifts, and possible delays on I-44 and a bridge CLOSURE on Missouri Route 744/Mulroy Road in northeast #Springfield when a pavement improvement and bridge rehabilitation project begins the week of July 11.

For more information about this project go to: <https://www.modot.org/i-44-rebuild-mo-744mulroy-road>

Facebook Thread

Mark Riddle
After they get done with this segment-are there plans to resurface the rough I-44 through the repaired areas????

Like Reply Hide Send Message 2d

Ozarks Transportation Organization
Mark Riddle Thank you for your inquiry. The FY 2023-2027 Statewide Transportation Improvement Program includes pavement resurfacing on I-44 from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford. This is scheduled for FY 2025.

Like Reply 1m

TAB 9

75°



REPUBLIC NEWS

Tuesday crash highlights an important re-alignment coming to Republic

by: [Sydney Moran](#), [Connor Wilson](#)

Posted: Jun 23, 2022 / 10:14 PM CDT

Updated: Jun 24, 2022 / 01:36 PM CDT

SHARE



Drivers have said rush hour backs up traffic and causes congestion near the track. Just before 6 p.m. on Tuesday, a train hit a livestock trailer stopped on the tracks.

Police are still investigating the cause of that crash, but others are concerned with the area in general.

ADVERTISING

In 2017, MoDOT released a study about train track crossings in Republic. Neighbors picked the crossing at Route MM to be the least safe in town, even saying there was not enough space between the tracks and the intersection of U.S. 60 and Route MM.

Back in February, MoDOT shared plans to reduce traffic delays and improve safety at several stoplights in Republic. The first phase would make Route MM five lanes wide between I-44 and North of James River Freeway— something drivers are asking for.

“They need to make an underpass or an overpass, something, and probably widen the lanes,” one driver said. “With the Y right there and the left turn right after the train tracks, it gets a little hairy, especially if it’s backed up and people are waiting. Especially if it’s taking a longr



MoDOT also plans on adding a new road that would connect Farm Road 160 to U.S. 60 so drivers don't have to use Route MM. Additionally, they look to build a new intersection between Route MM to U.S. 60 west of Commercial Avenue and Farm Road 103, with the intersection also having a road connecting to Route ZZ and Route M. The intersection of this new road would be a roundabout.

The first phase of the project is beginning in 2024. The second phase is scheduled for 2025 with room for potential future projects to be developed with remaining prioritized concepts as funding becomes available.

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POLITICS

Buttigieg: White House will continue to push for gas-tax holiday to relieve fuel costs



Arpan Lobo

Detroit Free Press

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GRAND RAPIDS – U.S. Transportation Secretary Pete Buttigieg touted efforts Monday to ease federal regulations on oil production, pointing to the move as one of several efforts from President Joe Biden's administration to remedy high gas prices affecting drivers across the country.

But he acknowledged there was still more the federal government can do to address high gas prices, saying the White House will continue to lean on Congress to pass a federal gas-tax holiday.

Buttigieg was speaking at an event at the Gerald R. Ford International Airport in Grand Rapids on Monday, accompanied by Michigan Attorney General Dana Nessel and local officials to promote a grant program for airport improvements throughout the U.S. as part of the Bipartisan Infrastructure Law signed in 2021.

While gas prices have decreased on average in recent weeks in Michigan, they remain far above where they were at the same time last year. On Monday, the average price for a gallon of regular unleaded was \$4.81 in Michigan — down 41 cents from a month ago, but still \$1.63 more than at the same time last year, according to AAA.

More: Michigan gas prices average \$4.81 a gallon, down 14 cents in a week

Biden to propose 3-month federal gas tax holiday: What it means for Michigan

Last month, President Joe Biden called for a three-month federal gas-tax holiday, but the measure has not been passed by Congress. A pause on the federal gas tax would save drivers 18.4 cents per gallon for regular gasoline and 24.4 cents per gallon for diesel fuel.

Despite the lack of progress toward a gas-tax holiday, Buttigieg said the administration had taken several steps to relieve high gas prices, including releasing fuel from the strategic petroleum reserve, temporarily waiving restrictions on ethanol sales and pushing for more approved drilling permits to result in oil production.

Buttigieg said the administration will continue to press Republicans in Congress to support a gas-tax holiday, but some Democrats, including Sens. Joe Manchin of West Virginia and Tom Carper of Delaware, have criticized the idea of a gas-tax suspension since it would reduce federal revenues used to pay for transportation and mass transit projects.

"We continue to believe a gas-tax holiday could help take the edge off," Buttigieg said. "While we are seeing some settling of gas prices, they're still — as everybody knows — way too high."

Two Democratic House members from Michigan — Reps. Elissa Slotkin, of Holly, and Dan Kildee, of Flint — have cosponsored legislation to pause the federal gas tax through the end of the year. That bill, introduced in February, remains languishing in committee, according to the congressional website.

Higher prices for fuel and other products due to inflation are likely to be central issues in November's midterm elections for voters, should they continue at their current trajectory. About 40% of adults named inflation as a priority for the government to address, according to an Associated Press-NORC Center for Public Affairs Research poll in June.

Buttigieg acknowledged the political calculus of addressing economic concerns like higher gas prices, pointing to federal infrastructure investments as a measure to improve the lives of Americans.

"Sometimes these conversations about infrastructure start to get very abstract," he said.

"We're talking in terms of millions and billions (of dollars), we're talking years and decades, but really what we're talking about is creating jobs — some of which are now hiring as we speak — in terms of construction, and then delivering assets that are going to serve people well for years to come or for the rest of their lives.

"It's part of the bigger picture. We've got to be dealing with inflation and that's why it's the president's top economic priority."

The Gerald R. Ford International Airport, where the event was held, was the recipient of a grant worth \$8.6 million through the Bipartisan Infrastructure Plan. The grant funding will go toward the installation of passenger boarding bridges, per the Department of


Transportation

Contact Arpan Lobo: alobo@freepress.com. Follow him on Twitter [@arpanlobo](https://twitter.com/arpanlobo). Become a subscriber today.



Gas Tax Holiday Less Effective Than Previously Thought

 Dominic Butchko (<https://conduitstreet.mdcounties.org/author/dbutchkomaco/>) -

 July 13, 2022 -

 [Energy](https://conduitstreet.mdcounties.org/category/energy/) (<https://conduitstreet.mdcounties.org/category/energy/>) / [Environment](https://conduitstreet.mdcounties.org/category/environment/) (<https://conduitstreet.mdcounties.org/category/environment/>) / [Intergovernmental Relations](https://conduitstreet.mdcounties.org/category/intergovernmental-relations/) (<https://conduitstreet.mdcounties.org/category/intergovernmental-relations/>) / [State Budget and Fiscal Issues](https://conduitstreet.mdcounties.org/category/state-budget-and-fiscal-issues/) (<https://conduitstreet.mdcounties.org/category/state-budget-and-fiscal-issues/>) / [Taxes and Revenues](https://conduitstreet.mdcounties.org/category/taxes-and-revenues/) (<https://conduitstreet.mdcounties.org/category/taxes-and-revenues/>) / [Transportation and Public Works](https://conduitstreet.mdcounties.org/category/transportation-and-public-works/) (<https://conduitstreet.mdcounties.org/category/transportation-and-public-works/>)

A report from the University of Pennsylvania shows that savings from gas tax holidays are only partially passed on to consumers.

The University of Pennsylvania (UPenn) recently released a [report examining three states which implemented a gas tax holiday](https://budgetmodel.wharton.upenn.edu/issues/2022/6/15/effects-of-a-state-gasoline-tax-holiday) (<https://budgetmodel.wharton.upenn.edu/issues/2022/6/15/effects-of-a-state-gasoline-tax-holiday>) in response to escalating gas prices.



Connecticut, Georgia, and Maryland each implemented temporary gas tax holidays ranging from a month in Maryland, ten weeks in Georgia, and three months in Connecticut. The report finds that in none of the states, 100 percent of the savings were passed onto consumers.

Highlights:

- Maryland: 72 percent of tax savings passed onto consumers
- Connecticut: 71 percent to 87 percent of tax savings passed onto consumers
- Georgia: 58 percent to 65 percent of tax savings passed onto consumers

These findings are significant because they show gas tax holidays do not provide the relief many policymakers and motorists initially believed. In all three cases, companies that operate gas stations pocketed a portion of the tax savings intended for motorists (up to 42 percent in the most extreme case). The report underlines one point that many in government grapple with regularly; quick and easy policy solutions are few and far between.

A Maryland Context:

Maryland has a unique federated system of local control. As a result, counties operate with a high level of autonomy and provide a substantial amount of public services. Long-time Conduit Street readers will know that many of these services are funded through a taxing model known as Highway User Revenues (HURs), i.e., the share of State motor fuel and vehicle taxes distributed to local governments. HURs come primarily from gas taxes, vehicle registration fees, corporate income, rental cars, and vehicle titling; all of which are down significantly due to the impacts of COVID-19.

Because so much is done at the county level, gas tax holidays can have a detrimental impact on public services. During this year's March-April holiday, the General Assembly backfilled those lost revenues with surplus funds. But suppose the General Assembly were to move forward with another gas tax holiday, there is no guarantee they would backfill those lost revenues again, equating to the prospect of severe fiscal consequences. So far, leadership within the General Assembly appears to recognize the real cost-benefit of this policy, resisting [calls for a special session to extend another gas tax holiday](https://wtop.com/maryland/2022/06/democratic-republican-lawmakers-in-md-call-for-new-gas-tax-holiday/). (<https://wtop.com/maryland/2022/06/democratic-republican-lawmakers-in-md-call-for-new-gas-tax-holiday/>)

Regardless of if Maryland adopts another gas tax holiday, one issue looms large on the horizon for many across the state's 24 jurisdictions. Nearly all local transportation infrastructure funding comes from HURs, of which the gas tax makes up a sizeable portion. Since HURs do not include a tax on Electric Vehicle (EVs) charging stations or electricity consumption, there will presumably be a drop in local transportation infrastructure funding. As Maryland moves toward full electrification, the current HUR model needs to be amended to include EVs, or risk losing robust investment in roads, bridges, and public transportation. The question of taxing EVs or finding a replacement for HURS will be a hot agenda item in future legislative sessions.

[Read the full report](https://budgetmodel.wharton.upenn.edu/issues/2022/6/15/effects-of-a-state-gasoline-tax-holiday/). (<https://budgetmodel.wharton.upenn.edu/issues/2022/6/15/effects-of-a-state-gasoline-tax-holiday/>)

https://www.kq2.com/news/missouri-traffic-fatalities-down-5-compared-to-last-year/article_c7b9da68-0132-11ed-82a5-2bde4b367308.html

Missouri traffic fatalities down 5% compared to last year

Meteorologist Jade Steffens

Jul 11, 2022



(ST. JOSEPH, Mo.) As of July 8th, Missouri Department of Transportation reporting that state traffic fatalities are down 5% compared to last year at this time.

This modest decrease comes as a relief following the sharp increase in traffic deaths across the country since the start of the pandemic.

MoDOT specifically seeing an increase in speed-related fatalities across the state in the last two years, accounting for 40% of road deaths in 2020 and 35% last year.

Although these statistics are moving in the right direction, there is still more progress to be made with driving safety in Missouri.

“So it'd be down 5%, this year is promising. But it's hard to celebrate it as well, because we've still lost more than 460 people already this year in 2022. So hopefully we can continue to make some progress and in the year, moving back in the direction we want to go, which is Toward Zero Fatalities on our roadways,” said Jonathan Nelson, Assistant to State Highway and Traffic Engineer for MoDOT.

To help Missouri get closer to zero deaths on the roadways, MoDOT advises all drivers to always wear your seatbelt, and if you are the driver, put your phone down and focus all attention to the roadway.

Slow down and drive the appropriate speed limit, and never drive under the influence of alcohol or drugs.

Jade Steffens

Meteorologist/Reporter



MoDOT's Freight Enhancement Program receives, awards historic funding

JEFFERSON CITY – The Missouri Department of Transportation has investigated ways to improve the statewide freight network, and now it's acting on those findings. The General Assembly and Gov. Mike Parson approved \$3.25 million for the FY 2023 Freight Enhancement Program, the most in the program's 10-year history.

"The additional funding enables us to begin working on the recommendations of the State Freight and Rail Plan and Gov. Parson's Supply Chain Task Force's Final Report," said MoDOT Administrator of Freight and Waterways Cheryl Ball. "The goal is to make a better, more resilient freight system in Missouri."

MoDOT awarded all \$3.25 million to more than half of the applicants after prioritizing them by how well they aligned with the goals outlined in the State Freight and Rail Plan (SFRP) and the Supply Chain Task Force's Final Report. All projects required at least a 20% local match, and the money cannot be used for roadway projects.

The list of funded projects that best aligned with outlined goals and objectives includes infrastructure supporting container on barge, short line rail improvements and a transload facility in the middle of the state, which will establish a facility to cross-load goods from truck to rail and vice-versa.

Also funded is equipment establishing grain loading onto barges at the Port of Kansas City, which will allow local agriculture producers to send their products more easily to worldwide markets. A list of the funded projects is available at www.modot.org/freight-general-information.

These projects are a small first step toward addressing the more than \$500 million in unfunded needs on the modal freight system identified in the SFRP, which can be viewed at www.modot.org/2022-state-freight-and-rail-plan-documents.

####

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org. To receive the latest statewide news and text alerts, signup for [e-updates](#).

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Districts Involved

STATEWIDE

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STATE OF FREIGHT

STATE OF FREIGHT

Railroad bottleneck at nation's busiest West Coast ports reaches inflection point

PUBLISHED FRI, JUL 8 2022•9:42 AM EDT UPDATED FRI, JUL 8 2022•2:33 PM EDT



Lori Ann LaRocco
@LORIANNLARocco

[WATCH LIVE](#)

KEY POINTS

60% of all long-dwell containers at the Port of Los Angeles are rail-bound.

Container wait for rail is a little over 8 days for the ports of Los Angeles and Long Beach.

East Coast ports including the Port of Norfolk, Port of Savannah, and the Port of New York and New Jersey are seeing more shipping activity as a result.

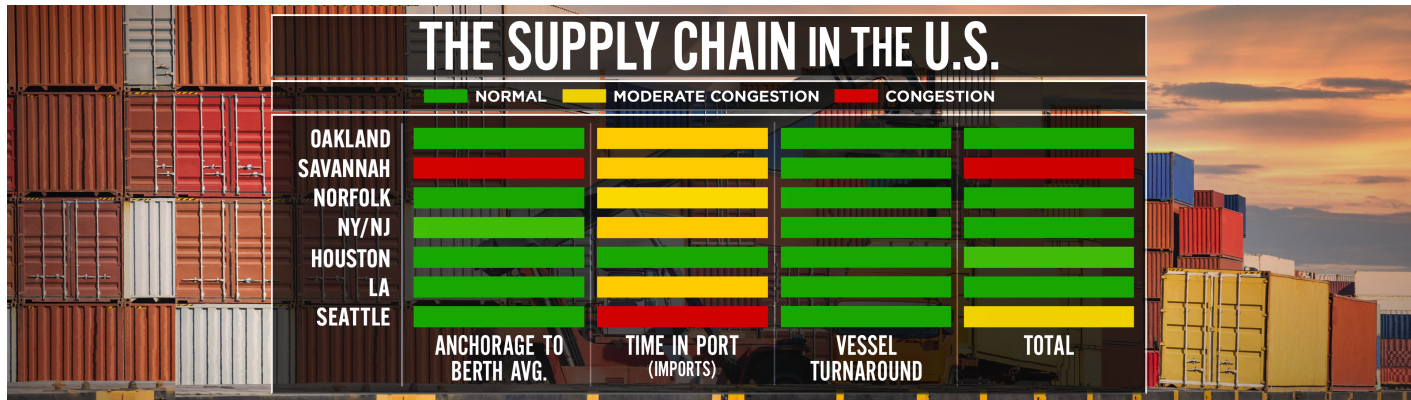


Rail congestion from [Berkshire Hathaway](#) subsidiary BNSF and [Union Pacific](#), the railroads servicing the West Coast ports, is getting worse and slowing down container processing at the nation’s largest port complex.

Slowdowns involving containers limits future availability and constricts supply, which can spark an increase in container prices. Congestion was one of the reasons behind the surging freight prices during the pandemic, prices that have been passed onto the consumer contributing to inflation.

“60% of our long dwelling containers are scheduled to go on the rail,” said Gene Seroka, executive director of the Port of Los Angeles. “Our land capacity is at 90% .”

The increase in time of the import containers staying in the port is one of the key metrics being tracked by the CNBC Supply Chain Heat Map.



A terminal’s land capacity for the efficient movement of containers is 70-75% so the trucks and equipment can easily move.

Vessel anchorage to berth times are steadily improving, allowing for more boxes to land onto terminals, but the fact that rail car capacities are limited will mean future containers may start stacking up in rail yards waiting to be loaded and moved appropriately, according to Captain Adil Ashia, United States Western Region executive for MarineTraffic. “As these containers stack up,

which may cause vessel dwell times to once again increase, or cause the carriers to instead call another port altogether and avoid the slowdown,” Ashiq said.

Los Angeles, Long Beach wait times tick up

The wait time for containers leaving the ports of Los Angeles and Long Beach continues to tick up. The dwell time for a container bound for rail is 7.5 days at the Port of Los Angeles, and a little over 8 days at the Port of Long Beach.

“We are at a point of inflection as to the rail bottlenecks, including the lack of rail cars at the nation’s largest and most significant container gateway,” said Mario Cordero, the executive director for the Port of Long Beach.

The Port of Oakland’s two rail yards are near-dock, not “on-dock” like the ports of Los Angeles and Long Beach. Port officials told CNBC roughly 10% of its imports are moved by train. The Pacific Northwest, however, relies on rail to move its imports and exports. The Northwest Seaport Alliance (NWSA) is comprised of the ports of Tacoma and Seattle. These ports, like the ports of Los Angeles, Long Beach, and Oakland are landlord ports. But unlike the ports of Los Angeles and Long Beach, which track the dwell times of their containers bound for rail, the NWSA does not and referred CNBC to the terminals who do not share that information with the NWSA. The terminals did not respond to requests for comment.

VIDEO 05:24

Port problems derailing goods



According to the CNBC Supply Chain Heat Map, the dwell times of an import container leaving the port of Tacoma or Seattle either by truck or rail is over 16 days for Seattle, and 8 days for Tacoma.

“The decision of where a container bound for rail goes is decided by the ocean carriers,” said Jack Hedge, executive director of the Utah Inland Port Authority. “The carriers are limiting which inland ports to go to. If they were flexible to diversify their rail routes, it would ease the bottlenecks on the rails and free up congestion. But that would mean their containers would be inland longer.”

Union Pacific said they were unable to comment on the congestion because they were in a quiet period due to upcoming earnings.

BNSF’s plan to regain momentum

BNSF, responding by email, said operational safety, service and efficiency are aligned throughout its network and “while this momentum is inconsistent at times, we are on the right path toward delivering better service performance.”

BNSF noted that it deployed additional locomotives to its active fleet in April and May. “We are continuing to evaluate and adjust the number of additional units that may join the fleet in alignment with freight volumes,” it stated.

BNSF is also focused on turning inventory in Chicago to get cars back to Southern California as quickly as possible. “As we move through June, our efforts are beginning to yield positive results with greater velocity and productivity levels,” its email stated.

BNSF plans to hire approximately 3,000 additional employees this year, which includes new personnel for its engineering, mechanical, and dispatcher teams, and nearly 1,800 train, yard, and engine (TY&E) members. More than 257 (TY&E) members have completed their training and 237 more are anticipated to complete their training in the next 90 days.

East Coast ports are taking more share

The congestion at the ports and the threat of labor slowdowns or strikes by longshoremen have led to a parade of trade moving away from the West Coast to the East Coast.

“From January through the month of May, we had an 11.5% increase in import containers,” said



cargo shifted from the west coast ports.”

Rooney said the ports have also seen an unusually early arrival in holiday items, including Christmas trees into the port, as well as winter apparel. Household appliances are also part of the long dwelling containers.

The market share of trade captured by the east coast can be tracked by the volume of containers.

The Port of Savannah, which is seeing vessels at anchorage for 10 days describes, said the volumes it is processing are “staggering.”

“We expect 155 vessel calls in the month of July. 39 of these vessels, or 25%, are unplanned,” said Edward Fulford, spokesman for the Georgia Ports Authority. “This is the highest volume of ad hoc and new service vessels the Port of Savannah has experienced to date. We know that the labor talks and delayed access to rail are prompting a significant shift in vessel calls to the East Coast.”

The Port of Norfolk is seeing a trend of U.S. importers circumventing the West Coast congestion and using the port’s rail services.

“Until [this] April, moving cargo east-to-west from Virginia to California by rail was unheard of,” said Tom Capozzi, chief sales and marketing officer of Virginia International Terminals.

He said several cargo owners, importers in California who needed reliability and predictability restored in their supply chains, started using its on-dock rail service. He added, “We are seeing some cargo owners in California show interest in using the Hapag-Lloyd’s reworked MGX service where the containers that arrive on Hapag Lloyd ocean carriers are then moved by rail to Chicago and then loaded onto a UP rail car bound for the West Coast.”

The first [Hapag-Lloyd](#) MGX service had nearly 1,000 containers that were loaded onto rail bound for California.

The railroads that service the East Coast ports are [Norfolk Southern](#) and [CSX](#).

Railroad union dispute

The Class I freight railroads and the twelve rail unions have been embroiled in a labor dispute since 2020 and are currently in a 30-day “cooling off period”. The U.S. Chamber of Commerce recently sent a [letter](#) to President Biden, copying Labor Secretary Marty Walsh and Transportation Secretary Pete Buttigieg, urging the president to get involved



“A strike by the railroad workers would be more disruptive than a longshoreman strike on the West Coast,” Hedge said. “This would impact all trade.”

The National Mediation Board (NMB), an independent U.S. federal government agency that facilitates labor-management relations within the nation’s railroad and airline industries, is scheduling a public interest meeting, set to begin on July 12.

The labor strife in Europe is an example of [how labor at the rail or ports stops or slows down trade](#). Labor negotiations are at an impasse in the German ports and the congestion contagion has spread to other European ports.

In an [advisory](#) to clients, METRANS Group explained they would enact a 48-hour suspension of trains as a result of 200 of its railcars waiting in front of the CTA terminal in Hamburg.

Crane Worldwide Logistics says the current congestion building at the European ports will take over eight weeks to clear and will only increase as the logjam builds up. These containers waiting for export include autos, auto parts, and IKEA furniture and household items.

The CNBC Supply Chain Heat Map data providers are artificial intelligence and predictive analytics company Everstream Analytics; global freight booking platform Freightos, creator of the Freightos Baltic Dry Index; logistics provider OL USA; supply chain intelligence platform FreightWaves; supply chain platform Blume Global; third-party logistics provider Orient Star Group; marine analytics firm MarineTraffic; maritime visibility data company Project44; maritime transport data company MDS Transmodal UK; ocean and air freight benchmarking analytics firm Xeneta; leading provider of research and analysis Sea-Intelligence ApS; Crane Worldwide Logistics; and air, DHL Global Forwarding, and freight logistics provider Seko Logistics.





(<https://aashtojournal.org/>)



According to a new study (<https://www.iihs.org/news/detail/pandemic-lockdowns-made-rush-hour-speeding-risky-driving-the-new-normal>) compiled by the Insurance Institute for Highway Safety, speeding by motorists increased during the morning and afternoon commuting hours in the early months of the COVID-19 pandemic and never slowed down.

[Above photo by the IIHS]

As part of its efforts to learn how COVID-19 pandemic lockdowns affected driving behavior, IIHS researchers analyzed data from more than 500 Virginia Department of Transportation speed counters and compared the proportion of vehicles exceeding the speed limit by at least 5 mph and 10 mph from March through June 2020 with the same four-month period in 2019.

They then estimated the change in the proportion of drivers speeding by the time of day, day of the week, and type of roadway.

Overall, traffic volumes at the study sites fell by a quarter during Virginia's lockdown — which began with the closure of select businesses, such as restaurants, in mid-March 2020 and then culminated with a statewide stay-at-home order that lasted until the middle of May.

Over the same period, the proportion of vehicles exceeding the speed limit by 10 mph or more increased by 30 percent to 40 percent on all roads other than rural arterials, where there was little change.



Photo by the Virginia DOT

On weekdays, the proportion of vehicles exceeding the speed limit by at least 10 mph rose 43 percent between 6 a.m. and 8:59 a.m. and 63 percent between 3:00 p.m. and 5:59 p.m., IIHS said in its study

Those numbers suggest that the absence of rush-hour traffic prompted drivers to speed. IIHS researchers added that national statistics show that this behavior stuck around even after traffic returned to pre-pandemic levels. Higher travel speeds persisted throughout 2020 and 2021, and other forms of risky driving also became more common.

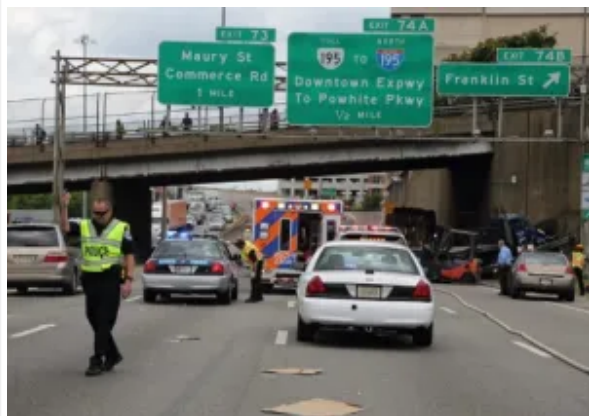


Photo by the Virginia DOT

As a result, crash deaths increased by 7 percent in 2020 despite a dramatic decrease in the number of miles Americans drove. Fatal crashes involving speeding or alcohol and deaths of unbelted vehicle occupants saw particularly large increases, according to National Highway Traffic Administration data.

The number of passenger vehicle drivers involved in fatal crashes in which all three factors played a role rose by a fifth, while the number of 18 to 20-year-old drivers killed with a blood-alcohol concentration of 0.08

percent or higher soared 40 percent.

As drivers logged more miles in 2021, the pattern continued, according to NHTSA's early estimates (<https://aashtojournal.org/2022/05/20/nhtsa-2021-crash-fatalities-highest-in-16-years/>). Speeding-related fatalities rose another 5 percent, the number of unbelted passenger vehicle occupants killed

rose another 3 percent, and deaths in police-reported, alcohol-involved crashes rose another 5 percent over 2020 levels.

Those findings dovetail with a new report issued by national transportation research nonprofit TRIP in late June (<https://aashtojournal.org/2022/07/01/trip-report-analyzes-recent-spike-in-traffic-fatalities/>), which noted that traffic fatalities in the U.S. surged by 19 percent from 2019 to 2021, even as vehicle travel rates plummeted due to the COVID-19 pandemic.

TRIP's report – entitled *"Addressing America's Traffic Safety Crisis: Examining the Causes of Increasing U.S. Traffic Fatalities and Identifying Solutions to Improve Road User Safety"* (<https://tripnet.org/reports/addressing-americas-traffic-safety-crisis-trip-report-june-2022>) – said that spike in traffic fatalities is largely related to higher rates of “risky driving” behaviors, such as speeding and impairment due to alcohol and/or drug use.

State departments of transportation all over the country (<https://aashtojournal.org/2020/04/24/state-dots-initiate-efforts-to-combat-covid-19-speeding-increase/>) recognized the negative safety implications of the speeding spiked early on in the COVID-19 pandemic and have sought ways to reverse it over the last two years.



Photo by WSDOT



Image via the Illinois DOT

A recent example is the “It’s Not a Game” a multimedia safety campaign launched in June (<https://aashtojournal.org/2022/06/10/illinois-dot-launches-new-multimedia-safety-campaign/>) by the Illinois Department of Transportation.

That campaign seeks to reduce injuries and fatalities associated with motorcycles, bicycles, pedestrians, work zones, as well as boost seatbelt usage and reduce impaired and distracted driving.

Meanwhile, Maryland's Motor Vehicle Administration – a division of the Maryland Department of Transportation – participated in a pilot test of a combination of enforcement, engineering, and public outreach efforts to reduce speeding.

That project (<https://aashtojournal.org/2022/06/17/maryland-serves-as-test-site-for-anti-speeding-project/>) – spearheaded by IIHS – reduced average speeds by 9 percent, alongside a 78 percent reduction in the odds that a vehicle exceeded the speed limit by any amount and an 80 percent reduction in the odds of a driver going more than 10 mph over the limit.

070822 ([HTTPS://AASHTOJOURNAL.ORG/TAG/070822/](https://aashtojournal.org/tag/070822/))

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SPRINGFIELD LIFE

\$20M Chadwick Flyer trail moves forward, with plans for bridge over U.S. 65



by Wes Johnson
June 21, 2022



A 4,300-foot section of the Chadwick Flyer greenway trail has already been built in Ozark, west of U.S. 65. (Photo: Wes Johnson)



Over or under the highway?

That's a key decision that the Ozarks Transportation Organization recently considered after hearing from the public about how best to take the future Chadwick Flyer Greenway Trail across U.S. 65 Highway.

The estimated \$20 million Chadwick Flyer project — the biggest in Ozark Greenways history — seeks to link Springfield and Ozark with a 10- to 14-foot wide paved trail that follows much of the old Chadwick Flyer railroad line between the two cities.

The greenway trail will provide a safe and fairly level recreation path for walkers, runners, bicyclists and even folks in wheelchairs and babies in strollers.

JD Stevenson, planner for OTO, said the agency sought public input on how the trail should cross the divided four-lane U.S. 65 — one of the area's busiest highways. OTO received more than 30 comments.

“We decided to recommend Option 1, which would cross U.S. 65 with a bridge over the highway where the old Chadwick Flyer rail line crossed the highway,” Stevenson said. “It was also the least expensive option.”

Building a steel span over the highway would cost approximately \$2.8 million, he said.





An artist's rendering shows the Chadwick Flyer trail crossing Lake Springfield via the old steel railroad trestle bridge. (Photo: Ozark Greenways)

Another option would have taken the trail beneath the highway through a long tunnel. Stevenson said many of the commenters voiced concerns over safety, fearing a tunnel could flood in extreme rain events.

"It would be a fairly long tunnel to get across four lanes of traffic and the median — close to 300 feet," Stevenson said.

Building a less-expensive pre-fabricated steel span above the highway offers another advantage. It would be seen by thousands of motorists daily and be a good reminder that the Chadwick Flyer trail is there, he said. Few would see the trail if it were a long tunnel beneath U.S. 65.

Stevenson said a funding source to build the trail bridge has yet to be identified.



“When the money is available, we’ll revisit it to make sure this is the best location for the bridge,” he said.

The city of Ozark is already working on portions of its section of the Chadwick Flyer greenway, which will begin at the Ozark Community Center and go northwest toward Springfield.

Public Works Director Jeremy Parsons said 4,300 feet of trail has already been finished and is open for use. The city also recently finished a key underpass that will let trail users cross beneath Jackson Street, a major Ozark artery.



A view of the Chadwick Flyer trail tunnel beneath Jackson Street in Ozark. (Photo: Wes Johnson)

The trail will follow the old railroad line corridor, eventually reaching Springfield and the city’s greenway trail system there.



The old Chadwick Flyer railroad trestle bridge crosses Lake Springfield, and is one of the sights that paddlers on the Ozark Greenways James River Water Trail can see as they pass beneath it.

When completed, it will be possible for trail users to go from downtown Springfield all the way to Ozark's downtown square.

"Our community has embraced it with open arms," Parsons said. "When it's finished you can literally get on the trail at Lake Springfield and be in our downtown in 30 minutes by bike. It will be a beautiful ride along the old railway corridor, bookended by urban environments in Springfield and Ozark. It will link our cities, square-to-square."

Mary Kromrey, Ozark Greenways executive director, said the project, when connected with existing greenway trails in Springfield, will provide a 16.7-mile trail experience all the way to Ozark. It follows the Chadwick Flyer rail line, built in 1883 to transport lumber, railroad ties and farm produce from Chadwick to Springfield.

Ozark Greenways and other partners involved in the Chadwick Flyer project are still working on getting enough funding to complete the project. Kromrey said Ozark Greenways also is working with Burlington Northern railroad to acquire unused railroad track in Springfield to help tie the project together.

If all goes smoothly, she said the entire Chadwick Flyer greenway trail could be completed and open to the public by 2025.



This Ozarks Transportation Organization map shows the future Chadwick Flyer greenway trail between Ozark and Lake Springfield. (Photo: Ozarks Transportation Organization)



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BRIDGE CROSSING: A steel railroad bridge of the James River south of Veterans Cemetery is among spots city officials hope the Chadwick Flyer Trail eventually will cross.

Chadwick Flyer Trail to cross over Highway 65

Funding and timeline for \$2.75M project is undetermined, officials say



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While officials behind a greenway trail seeking to link Springfield and Ozark say they have determined the ideal crossing for U.S. Highway 65, they have not figured out the timeline and method for funding the \$2.75 million project.

Multiple crossing alternatives for the highway were considered for the \$20 million Chadwick Flyer Trail, which has been in development since 2019. Aided by a \$40,000 study commissioned last year by the Ozark Transportation Organization with engineering firm Crawford, Murphy & Tilly Inc., along with

over 30 public comments of the completed report last month, officials said the best option is to cross the four-lane, divided highway with a steel span bridge.

The structure would cross near the alignment of the original Chadwick Flyer, a rail trail that runs nearly 17 miles in length from National Avenue near downtown Springfield to the Finley River Trail in Ozark. Along with the city of Ozark, OTO is aiding Ozark Greenways Inc. in the Chadwick Flyer Trail development.

“It actually came out to be the cheapest,” OTO Executive Director Sara Fields said of the options under consideration, which included an underpass structure.

Each crossing alternative was evaluated in areas such as costs, aesthetics, maintenance, safety and environmental impacts, officials say.

“I thought it was great public input,” Fields said, noting most supported the overpass option. “I was really impressed that we had the engagement that we did.”

Still, the nearly \$2.8 million price tag is higher than originally anticipated, Fields said. The project is on the radar of the Missouri Department of Transportation, which has been involved in discussions on getting the trail across Highway 65. The highway crossing proposal has been added to the Statewide Transportation Improvement Program, but currently is on the unfunded needs list, she said.

Alternative funding options are yet to be identified, officials say.

Higher-than-expected costs have been a common occurrence during the past few years for trail construction projects, said Mary Kromrey, Ozark Greenways executive director. The Chadwick Flyer Trail’s original \$8 million total project estimate in 2019 was based on 2017-18 prices, with inflation noted to be included for each year beyond 2018. That was before the worldwide economic impact caused by the coronavirus pandemic and subsequent financial challenges, such as rising inflation, she said.

“Costs are different between 2017 and 2022,” Kromrey said. “The scope of the project has changed, and costs have risen.

“Just like any development project or construction project, we’ve got a lot of variables at the best of times. Now you throw in worker shortages, supply chain issues, inflation, we’ve got a whole new set of variables that we’re working with.”

Southern progress

A nearly 7.5-mile portion of the trail that runs from near the edge of Missouri Veterans Cemetery in Springfield south to nearly reach the Ozark Community Center, 1530 W. Jackson St., has been a focus since 2020 for the project’s partners.

Kromrey said like numerous Ozark Greenway projects, the trail’s development is coming in segments.

A nearly 4,300 linear foot segment of the trail in Olde World Estates, an Ozark residential subdivision, was completed by Kindrick-Counts Land Development LLC in August 2020. Developer David Counts invested \$290,000 in the project, according to past Springfield Business Journal reporting.

One of the trail’s main crossings at Jackson Street in Ozark underwent improvements with a \$9.3 million widening project by MoDOT starting in July 2019, Kromrey said, noting it concluded last year. MoDOT’s work was in conjunction with Ozark’s \$1.8 million Jackson Street project that has over 4,000 linear feet of trails and two underpasses to allow pedestrians and bicyclists to cross beneath the street. Ozark received an \$870,000 grant through the U.S. Department of Transportation to help fund its efforts.

Funding needs

Kromrey said roughly \$2.5 million in private and public funds have been spent in support of the trail with another \$2 million committed by OTO.

Additional funding sources are being sought privately, Kromrey said, declining to disclose ongoing discussions. Fundraising efforts were delayed amid the pandemic as she said the nonprofit sought American Rescue Plan Act funds.

“It made sense to see if we could capture any of those for our community,” she said. “We’ve been visiting and cultivating relationships and wanting to make the best use of everybody’s resources.”

While Ozark Greenways didn't receive any ARPA funding it applied for through the state or Greene County, it has a pending application with the city of Springfield. Kromrey said the request should be considered by City Council in July.

"We requested at a low end of \$3 million, but we let them know that we anticipated the entire portion of the trail in Greene County only will cost about \$12 million," she said.

That cost includes a steel railroad trestle bridge that crosses James River just south of the Veterans Cemetery and is owned by BNSF Railway Co. The city is in discussions with BNSF to become the owner of the railway corridor not in active use from Sunshine Street to Kissick Avenue, Kromrey said. It would allow the bridge to be renovated for Chadwick Flyer Trail use and add another 5 miles to the 7.5 miles in development.

Next up, OTO is working with Ozark Greenways and City Utilities of Springfield to construct a roughly 1.2-mile segment from South Kissick Avenue to the Greene County line. The portion of the trail is on CU-owned land near abandoned BNSF railroad by Lake Springfield and the decommissioned James River Power Station, which the utility company partially demolished in February.

Fields said Crawford, Murphy & Tilly is working on a cost estimate and environmental work for the project. Construction is expected to start in early 2023.

Even as costs rise and funding challenges persist, Fields and Kromrey said the trail partners continue to push forward.

"In the trail world, as far as projects go, we're going gangbusters," Fields said. "We were thinking this was a 20-year plan and it's shaping up to be a five- to 10-year plan. I'm pretty excited."

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